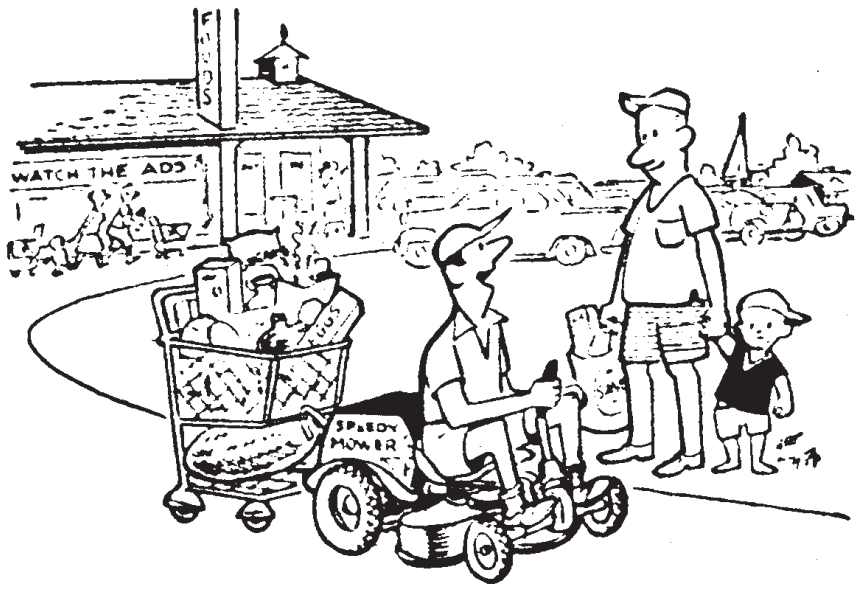



I GET MY MONEY'S WORTH OUT OF IT THIS WAY

# LIVE IN THE SUBURBS

# SHOP IN THE SUBURBS

A place to live *graciously*...
a place to park *conveniently*...
a place to shop *confidently*...
a place to buy *economically*...

*this is*

**A PLACE TO BE PROUD OF!**

# HISTORIC CONTEXT of LITTLETON COLORADO 1949 - 1967

Prepared for the
Office of Community Development
Littleton, Colorado

by Diane Wray Tomasso

July 31, 2008

## FUNDING AND PARTICIPANTS

**Prepared for the**
**City of Littleton**
**Office of Community Development**
**2255 West Berry Avenue**
**Littleton, CO 80165**
**303-795-3719**
**Dennis Swain, Acting Director**

**Prepared by**
Diane Wray Tomasso
Historic Preservation Consultant
3058 South Cornell Circle
Englewood, Colorado 80113
303-552-8254
diane@raytomasso.com

**City Project Coordinator**
Andrea Mimnaugh
Historic Preservation Planner
City of Littleton
2255 West Berry Avenue
Littleton, CO 80165
303-795-3719
amimnaugh@littletongov.org

**State Project Coordinator**
Mary Therese Anstey
Historical & Architectural Survey Coordinator
Colorado Historical Society- OAHP
225 East 16th Avenue, Suite 950
Denver, CO 80203
303-866-4822/303-866-2041
marytherese.anstey@chs.state.co.us

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**Cover**
This cartoon ad for the *Littleton Independent* was part of a syndicated series of cartoons and clip art entitled "That's Suburban Life" that appeared in the papers during the 1950s. It is a humorous commentary on three of suburbia's defining pastimes – shopping, driving, and mowing the lawn (edited and reformatted for layout).

*Ad from October 6, 1961, page 2, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

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# INTRODUCTION

The radical changes that took place in Littleton from 1949 to 1967 transformed the area from a largely rural town with a handful of nearby factories to a prominent metropolitan suburb. In some ways, Littleton's history during this period is typical of many such areas across the nation. The town offered all the attractions associated with suburban life – a semi-rural character, subdivisions of new single-family homes and green lawns, auto-friendly shopping, clean new industries, and quality schools, parks, and cultural facilities. Yet Littleton was also at the center of the Cold War, a new kind of conflict that brought the threat of extinction frighteningly close to home.

Now seems a particularly appropriate time to re-examine this period. By the end of 1967, the suburbs had already begun to be viewed by many as a destructive form of social homogeneity, conformity, and pathology, a destroyer of the nation's urban fabric and a despoiler of its rural countryside. Today, new scholarship is reevaluating the suburbs in the light of more recent experience. Works including *The New Suburban History* of 2006 by Kruse and Sugrue explore perspectives that reconsider suburbia as a distinct and often positive form of urban development and social involvement.

Many events of the period from 1949 to 1967 also seem curiously parallel, or contradictory to, the events of today. The crash of the housing market seems an ironic commentary on the suburban ideal of home ownership for all. Yet rising energy and material costs, combined with new engineering and technology, make the period's alternative vision of economical, pre-fabricated homes seem tantalizingly near. As gas prices rise and car dealerships close, the era of the ever-expanding automobile suburb appears to be nearing its end. But some casualties of its inception – mass transit, center cities, and open land on the urban perimeter, are now experiencing revitalization and preservation.

Inflation increases and consumer spending tightens, yet traditional American values of frugality and thrift are reconsidered.

ConocoPhillips plans for the former Storage Tech campus in Louisville summon memories of Ohio Oil's Research and Development facility. Lockheed-Martin, now devoted to the exploration of space for largely scientific and commercial purposes, is the second largest employer in the state. The personal computer and internet that evolved in part from the early work of Ramo-Wooldridge offer new and innovative avenues for communication, commerce, creativity, and entrepreneurship.

National security fears are based not on the potential appearance of high-tech nuclear missiles from around the world, but on economic collapse, natural disasters, and lone terrorists with box-cutters, backpacks, and dirty bombs. Since 9/11, backyard fallout shelters and food stockpiles, once derided as amusing relics of a distant Cold War past, have reappeared. Department of Homeland Security advisories provide an uncanny echo of those issued by the Federal Civil Defense Administration. The current presidential campaign demonstrates how far civil rights have come. Communities and families fight for meaning, relevance and engagement in the face of 24/7 exposure to forms of media and technology created or popularized between 1949 and 1967.

This historic context of Littleton is presented in four sections. ***From Small Town to Suburb*** addresses the post-World War II housing crisis and the explosive growth of suburban residential housing, aided by the Federal Housing Authority, the automobile, cheap fuel, and new federal, state, and regional road systems. It discusses the rapid annexation that expanded Littleton's boundaries and its physical, educational, and cultural infrastructure. It examines planning methods and organizations that developed in an attempt to impose order on the chaotic, evolving process of municipal growth.

***From Main Street to Shopping Mall*** addresses the accompanying expansion of retail stores and services that emerged and evolved to serve both the new suburban community and the interests of consumer capitalism.

***From the Farm to Outer Space*** relates changes at Littleton's four major pre-war factories and describes its innovative new corporate industries founded on research and development, new scientific technologies, and clean, light manufacturing.

Last, ***Society, Community and Family*** describes the international and national events that transformed Littleton's family, social, and cultural

life, engendering radical changes in the position of minority groups, women, and teenagers within the suburban culture.

Littleton has long demonstrated its commitment to the preservation of its rural, agricultural, and small town past. The city's 19th and early 20th century history, seen through its surviving buildings and streetscapes, summons a nostalgic appreciation for those early days and inspires a renewal of the values of community that they embody.

Yet the Littleton we know today was largely forged in the explosive growth and suburban transformation that occurred between 1949 and 1967. The struggles and accomplishments of those who lived and worked in Littleton during those years are no less significant than those of its early pioneers and small-town citizens. Accordingly, this document seeks to secure a commensurate commitment to the preservation of the city's post-World War II history.

Today, with the ever-increasing pace of redevelopment, important buildings of the period are commonly damaged by inappropriate renovations or summarily demolished. Their timely survey, identification, and landmark protection is critical to the preservation of this period's built environment, and to retaining the broadest range of the city's full and rich history into the future.

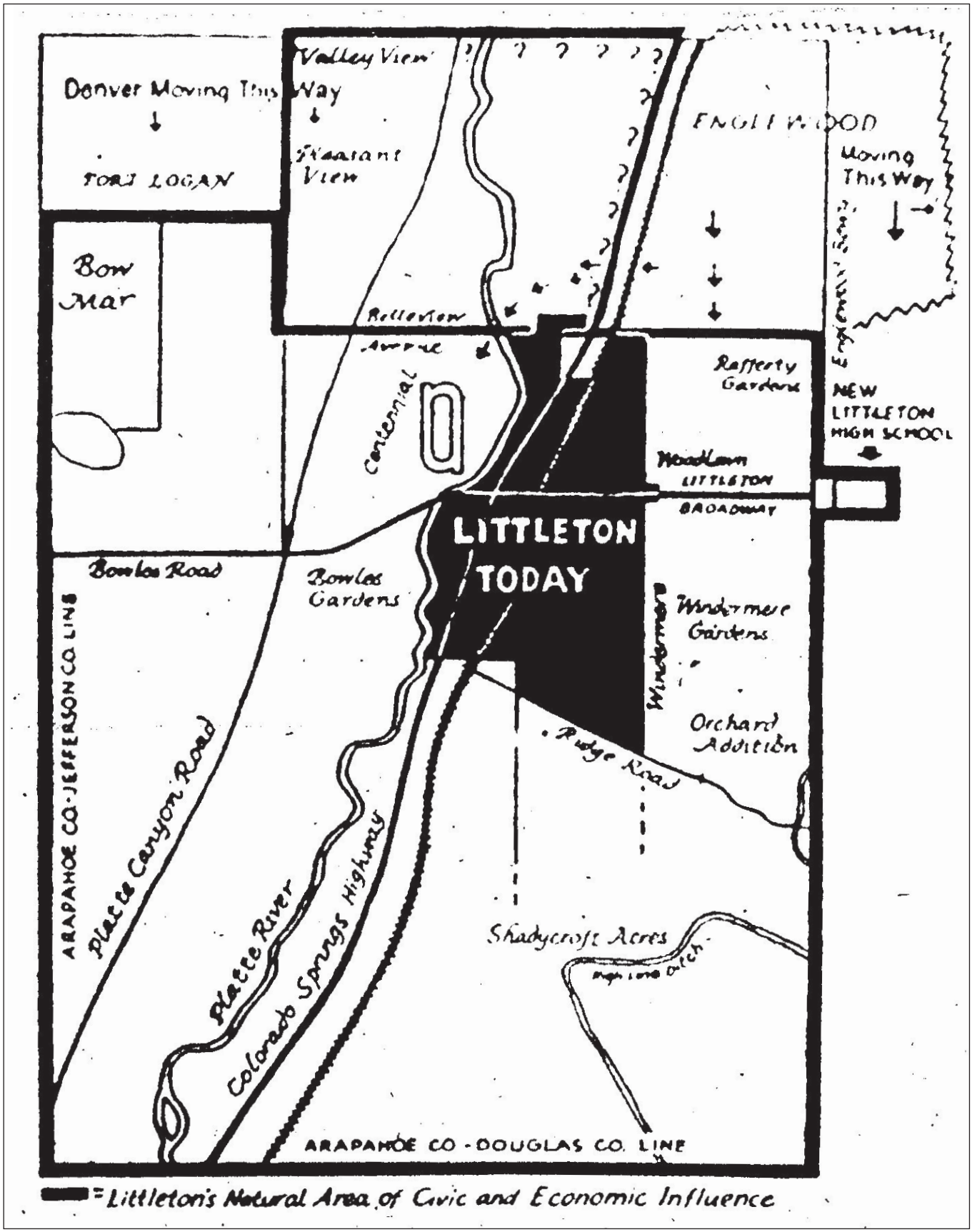
Diane Wray Tomasso
July, 31, 2008

*Dedicated to Gene Sternberg, Joe Marlow and the many other architects whose modern buildings define and distinguish this remarkable and exciting period of Littleton history.*

**Purpose**
This document was created to guide a future survey of Littleton's built environment between 1949 to 1967, and to assist in the identification of significant non-residential buildings, structures, and sites for historic preservation.

**Project Area**
The project area was originally defined as Central Littleton, between South Santa Fe Drive (U.S. 85) to the west, South Broadway to the east, West Belleview Avenue to the north, and West Mineral Avenue to the south. However, with the increase in post-war automobile use, Littleton residents enjoyed unprecedented mobility in their day-to-day lives. In developing this historic context, it proved necessary to include the city's larger environs in order to understand the impetus for development within Central Littleton. Thus buildings in neighboring municipalities and unincorporated areas come under discussion. This broader scope was also necessary to encompass areas that were ultimately annexed to the city of Littleton.

**Methodology**
The primary research for this document was a detailed review of twenty years of the weekly Littleton *Independent* from 1947 through 1967. Over 5,200 microfilmed articles were cataloged in a searchable Microsoft Excel database of headlines and text excerpts sortable by date, topic, and architect. Photocopies were made of key articles and potential illustrations for this final document. Additional research to set Littleton events within a national and regional context was undertaken at the Denver Public Library, Colorado Historical Society, and on the Internet. Books and ephemera from the author's private collection were also utilized. Sonya Ellingboe loaned her original copies of the 1963 and 1968 souvenir editions of the *Independent*. Architect Philip Atchison provided biographical information on his father, architect Paul Atchison.


Denver Moving This
FORT LOGAN
Valley View Way
Pheasant View
ENGLEWOOD
Moving This Way
Bow Mar
Belleview Avenue
Centennial
Rafferty Gardens
NEW LITTLETON HIGH SCHOOL
Woodlawn
LITTLETON
BROADWAY
LITTLETON TODAY
Bowles Road
Bowles Gardens
Windermere
Windermere Gardens
Orchard Addition
Ridge Road
ARAPAHOE CO-JEFFERSON CO LINE
Platte Canyon Road
Platte River
Colorado Springs Highway
Shadycroft Acres
High Line Ditch
ARAPAHOE CO - DOUGLAS CO. LINE
= Littleton's Natural Area of Civic and Economic Influence

***Previous page***
This map appeared in a campaign ad in the *Independent* for the "Better Littleton Party," an actively pro-annexation and pro-planning group that won control of the City Council in the April 1956 election. Part of their campaign platform was to "...extend the corporate boundaries of Littleton's limits to its natural area of economic and civic influence," shown here. Arrows show Denver and Englewood annexation threatening from the north.

*Map from March 23, 1956, page 7, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

At the end of World War II, twelve million young men, an entire generation previously fed and housed by the federal government, emerged from military service to begin families and civilian careers. They faced a market of deteriorated older housing, often unmaintained and unimproved since the stock market crash of 1929. New home construction was first crippled by the Depression, then restricted by the material rationing and building controls of the war years. A huge wartime influx of military and civilian workers to the Denver metropolitan area, along with an inadequate supply of even temporary housing, had made the region's shortage "among the most critical, if not the most critical" in the country, according to Denver Mayor Benjamin E. Stapleton. Many a returning soldier, or "GI," ended up in substandard housing, crowded into family homes, or living in trailer parks or temporary Quonset hut communities.

To deal with this acute crisis, the housing programs of the Federal Housing Administration (FHA) and the Veteran's Administration were incorporated into the "Servicemen's Readjustment Act of 1944," better known as the "GI Bill of Rights." This program was created by Congress to ease the transition of GIs back to civilian life, and to preclude any social and political unrest like that fomented by World War I veterans left destitute by the Depression. This new GI Bill offered a generous veteran's benefit package including low-interest housing loans.

The FHA was originally founded as part of President Franklin D. Roosevelt's "New Deal" to speed housing recovery during the Depression. Its programs included provisions for a broad group of conventionally built and pre-fabricated public, private, and co-operative single and multi-family housing programs in urban, rural and suburban settings. During the post-World War II period, home ownership increased due to FHA programs. In 1948, only 40 percent of American families lived in their own homes. Ten years later, that figure had risen to almost 58 percent. But under the influence of powerful private interests, the increase resulted largely from a surge in the construction of single family homes in racially and economically homogenous suburban neighborhoods.

The suburbs have a long history in the United States, detailed in a number of important works including *Crabgrass Frontier; The Suburbanization of the United States* by Kenneth T. Jackson and *The Rise of the Community Builders; The American Real Estate Industry and Urban Land Planning* by Marc A. Weiss. But the enormous scale and speed of suburban development in the post-World War II years altered the very character of the country. Its transformation from a rural and urban citizenry to a largely suburban population was fueled by an increase in automobile ownership, cheap gasoline, and a rapidly expanding system of federal and regional roadways.

Schools, utilities, and fire and police protection were critical to the successful establishment of new residential subdivisions. To provide such services to previously undeveloped and unincorporated agricultural land, there were four potential options: annexation to an existing municipality, creation of a new municipality, the establishment of special taxing districts, or the evolution of county governments into more municipal-type forms.

Most American cities had grown through annexation, and by providing services to peripheral development. Nationally, annexation was often forcibly legislated in the interests of benefiting the "greater good," and any resistance was seen as opposition to growth, progress and prosperity. As early as the 1860s, however, many suburban areas began to embrace local autonomy and sought to separate themselves from what increasingly began to be perceived as the pernicious effects of urban life – congestion, social ills, high taxes, and political corruption. Suburbs, at first those of wealth and political power, began to reject annexation to large cities in the interest of retaining control over their quality of life. Often, the cities themselves began to weigh the potential benefits and costs of annexation, and found that expansion was not always financially or administratively feasible.

After World War II, annexation was common, but most often to smaller and historically rural municipalities on the periphery of the larger cities. This post-war suburban growth, though largely perceived as positive, began to create an uneasy sense of uncontrolled disorder as it increased to breakneck speed. Regionally and locally, govern-

ment evolved to deal with the increasing demands of growth, producing a sprawling maze of new and expanding municipalities that often shared overlapping realms of authority with neighboring cities, counties, and special taxing authorities and districts. Municipal, county, and regional organizations were formed to create local and cooperative plans to impose order on this unbridled growth.

The new dominance of the suburbs also altered the nation's political landscape. The concerns of suburbanites overwhelmed those of inner city residents, increasingly the poor, elderly, and racial and ethnic minorities whose access to improved housing was limited by poverty and by social prejudice enforced by public and private development programs and patterns.

## Littleton Prior to 1949

Since its 1872 founding, Littleton was largely characterized by its rural, agricultural roots. Its population, commerce, and town life were centered within the original 767.3 acre town originally platted by pioneer landowner Richard Little. The main roads were paved, the rest oiled or watered during the summer months to keep the dust down. Traffic between Littleton and the outside world was first by horse and wagons, then by trains, buses, trucks, and the few automobiles owned by the most prosperous business owners and citizens. Trolley service to the north, through Englewood to Denver, began in 1908 but ended in 1926.

The city was incorporated in 1890 and became a statutory city governed by the Colorado State Legislature. The town board first met at the J.D. Hill General Store, then at a number of rented locations until the purchase of Evans Hall on Main Street, which was demolished and replaced in 1920 by Denver architect Jacques Benedict's Town Hall. Benedict, who maintained a country home on a ninety-acre estate on Windermere in Littleton, also designed the 1917 Carnegie Library at the west end of Main Street. Since 1902, Littleton was also the seat of Arapahoe County and the town was dominated by the 1907 Arapahoe County Courthouse designed by Denver architect John J. Huddart, overlooking the town from a ridge to the east.

In 1945, at war's end, the population of Littleton was just over 3,000. In the immediate postwar years, change was slow, its growth still limited by an active system of war rationing. In 1947, the *Independent* reported: "Regulations in effect still require that persons must secure authorization before beginning work on residential, commercial, industrial and farm buildings. All persons, veterans and non-veterans alike, who desire to construct or remodel residential quarters, should make application to and secure the approval of the Federal Housing administration, 2106 Broadway, Denver, before beginning construction if the estimated cost of the work will exceed $400."

A 1948 *Independent* article about the city's previous ten-year "building boom" noted only forty-four houses by the firm of Western Builders and dozens of other new, individually built homes. As wartime restrictions began to ease, however, growth loomed on the horizon. A Littleton Lumber ad read, "The home of tomorrow will be a much more efficient home than the one of yesterday. All sorts of new materials will make it more comfortable for you and more economical to heat and maintain. Keep in touch with us from month to month about the best time to build."

When residents returned from the war, their numbers increased by other GIs whose service in Colorado had attracted them to the state and its climate, Littleton, along with the rest of the country, began a radical transformation that would affect virtually every aspect of life in the small town.

## Municipal Growth 1949 to 1967

**Single-Family Residential Subdivisions**

Littleton's population grew from 3,367 to 13,760 between 1950 and 1960, and by 1970, it had reached 26,466. This tremendous growth was fueled by an increase in building within the city and the annexation of newly developed residential subdivisions from Arapahoe County. Though the Littleton home, as a building type, is outside the scope of this document, the business of residential development and construction must be included at least to the extent that it defined and drove a myriad of non-residential elements of city development:

- The sale of land to developers and builders was a major source of newfound wealth for local landowners, transforming agricultural areas into sprawling residential subdivisions.
- The construction of new homes and the associated infrastructure became a major local industry, revolutionized by new technology and materials developed for wartime construction.

- The sale of new homes, subsidized by the federal government through the GI Bill, brought the rapid expansion of local residential developers, contractors, real estate agents, and real estate promoters.
- The location of new residential developments dictated the siting of adjacent retail and consumer services, convenient in location and form to new Littleton residents and their automobiles, which quickly became the dominant form of transportation.
- Issues surrounding rapid residential development dominated civic life, including inter-city competition for the annexation of unincorporated county land, city and county taxation policy, land planning, transportation, sewer and water policy, and the construction of new schools, parks, and recreational facilities.
- Community organizations such as churches, fraternal, recreational, and youth groups, homeowners associations, business promotion groups, and political organizations were newly established or grew exponentially, fed by the influx of new residents.
- New residential development helped spur and define the expansion of the regional road system, which, along with the new Interstate Highway Act, transformed personal and public transportation.

Detached, conventionally-built single-family homes within larger, subdivided developments dominated Littleton's residential growth of the period. Many of these homes were distinguished more by the ingenuity and industry of their development and construction than by the quality of their design. Some developers were local businessmen while others were regional or national firms, like the Phoenix-based Del Webb. Some controlled all design and construction. Others sold lots or groups of lots to builders, spawning "architectural control committees" to insure that homes would maintain consistent design standards and neighborhood property values.

**Other Residential Development**

Despite the dominance of these subdivisions, residential development in Littleton was not monolithic, and other residential building types and forms also appeared. Unique, architect-designed homes continued to be built on individual lots. This included the 1949 D. K. Lord House, designed by architect Joseph Marlow for a retired New Mexico gas and oil businessman for a Gallup Lake site, and a home that architect Earl Morris designed for his own family between the Platte River and Platte Canon Road south of Bowles Avenue. Other individually-designed homes were located within private and exclusive subdivisions, often distinguished by larger lot sizes and mountain views. The 50-acre, 1953 Rangeview subdivision on South Windermere is one example. The home of many prominent and well-to-do Littletonites of the period, Rangeview was developed by a group that included architect Eugene D. Sternberg, who designed the site plan and some of the homes.

In 1956, taking advantage of Title 213 of the FHA Act, a group of Martin Company employees formed the Forest Estates Corporation and planned a co-operative community of single family homes at Ridge Road and South Hickory Avenue. The project qualified for federal funding since over half of the residents were veterans. They included engineers, mathematicians, technical writers, chemists, and other "upper-bracket personnel." A similar project was created for a group of University of Denver professors – the 1951 Mile High Cooperative by architect Eugene D. Sternberg in unincorporated Arapahoe County.

Though the production of pre-fabricated single-family homes were part of post-war federal housing plans and two local firms manufactured them, few were erected in Littleton. One, the product of Colorado Sectional Homes, was built at 301 North Nevada Avenue. A 1953 home designed by William C. Muchow might also fit into this category. Originally built for a home show at the University of Denver, it was disassembled, stored at the Colorado Sectional Homes warehouse, then erected at 6901 South Broadway for prominent Littleton businessman Carroll Quelland.

In 1950, after complaints by a local landlady that she had not been able to raise rents since 1942, the Town Board initiated the process to end state-mandated wartime rent controls in Littleton. Still, Littleton had few apartments and for years there was an annual appeal to citizens to help house new teachers when they started work each fall. Some in the city feared that apartments would lower their property values. Since apartments required no capital investment, just the payment of monthly rent, they had the potential to bring people of lower income, and possibly other races, near neighborhoods of suburban single-family homes. Speaking

after the rejection of a request for apartment zoning in Windermere Heights, the chairman of the Planning Commission, who had just built a group of $28,000 homes south of the site, said, "I don't know where these apartments are going to stop. This property up on this hill is a prime residential spot. To me it is land suitable for nice homes. I'm afraid if we don't watch ourselves we'll become a city of apartment houses. I estimate that in a year we'll have 50 vacant apartments. I feel there are too many apartments being built." As a result, when apartment buildings were constructed in Littleton, most developers carefully planned and promoted their projects as "executive apartments" or, like the Royal Gardens Apartments complex by architect Roland Wilson, as suitable for a "high class" clientele. Other, less prestigious apartments were located in areas that were isolated from single-family housing, or where zoning precluded single-family housing.

Littleton's "first building designed from the ground up as an apartment building" was built in 1955 by Littleton Mayor Norman Granes. Designed by architect C. Francis Pillsbury, the Nor-Mar Apartments at 110 Grant Street featured ten cubic feet refrigerators with ice water compartments in the door, a master TV aerial with individual outlets in each apartment, gas baseboard hot-water heating and an automatic clothes dryer in the laundry room. New apartment buildings included paved off-street parking and recreational features like playgrounds and swimming pools to distinguish themselves to potential tenants. The Prince Charles at 2230 Buckingham Drive promoted itself as the first apartment building to receive a "Live Better Electrically" Medallion Award, a Colorado Central Power Company program that served to whet the interest of renters and other project owners, designers, and builders, in the exclusive use of electricity. By 1958, a headline announced, "Apartment Boom in Littleton; 472 Units Built in 26 Brick Structures." Apartment growth continued with the 1962 Parkway, "A New Era in Apartment Living," designed by Eugene Sternberg at 6000 Sterne Parkway. Apartments designed by Flatow, Moore, Bryan and Giarburn of Albuquerque, New Mexico, were planned for Broadridge Plaza.

Trailer homes and parks also came under attack for their potential to lower neighboring property values. They were originally welcomed in the immediate post-war years to meet the housing crisis, and a 1957 article revealed that every eleventh Littleton home was a trailer. But trailer homes became politically unpopular and socially marginalized as the housing crisis diminished. Throughout the period, attempts were made to tax, restrict, and ban trailers in the area. Despite this opposition, their use continued. In 1967, twenty-one residents in the downtown urban renewal area lived in trailers, and it was suggested that they might relocate to a proposed 160-unit mobile home park to the south.

Other housing categories also developed during these years. Littleton residents began developing "senior homes" or retirement housing in Arapahoe County and Englewood. An early example of the type in Littleton was the Geneva Home, founded in 1927 to house single men who were retired members of the Swiss-founded International Geneva Association for hotel workers. In 1964, twenty-eight modern apartment units for married organization members were designed by Eugene Sternberg. Max Hummel, owner of two German-style restaurant/delicatessens in the area, assisted in planning and financing the apartments. The new portion of the complex featured a picturesque modern bell tower with a German-made clock that struck the hours. Golf-centered subdivisions began to be built in the 1950s. They catered to a more well-to-do "country club" set and were modelled on the Thunderbird in California and Paradise Valley near Phoenix. In 1966, condominiums came under consideration in the area.

**Municipal Annexation**

Many of Littleton's residential subdivisions of this period were built in unincorporated Arapahoe County and, upon completion, sought annexation to Littleton. In this way, project developers avoided a certain degree of city oversight and taxation. Homeowner petitions for annexation were predicated on the desire to gain control over neighboring development through access to zoning and construction code controls, to gain access to municipal services such as fire and police protection, and to receive water and sewer service at lower resident rates. Such services enhanced property values, reduced property insurance rates, and provided a more safe and controlled home environment. It also gave residents a vote in local government.

Under Colorado state law, a municipality could not seek or demand annexation, but only respond to petitions for annexation. A petition required signatures of more than 50% of the property owners who collectively owned more than 50% of the total land area. If forced to an owner vote by the

filing of counter-petitions, only taxpaying owners residing in the district could vote, a simple majority deciding the outcome. Areas seeking annexation had to adjoin the city and one-sixth of its boundaries had to be contiguous to city boundaries.

In practice, municipalities often approached and actively promoted the advantages of annexation to unincorporated areas of the county. To them, annexation meant increased revenue from property, retail, and gasoline taxes, along with miscellaneous fees for dog licenses, traffic violations, building permits and utility franchises. But a commensurate increase in municipal services often meant that annexation came at substantial cost to a municipality, at least in the short term. If city services were well developed and had the excess capacity to provide for additional residents, as did Englewood, annexation could be a winning proposition. In fact, Englewood was actively buying additional water rights during this period, and was soliciting annexation petitions in order to pay for them. But where city services were under-developed, costs often outweighed revenue. Littleton Mayor Norman Granes presented the facts regarding the potential annexation of an area including the Broadmoor, Woodlawn and Crestview subdivisions in 1955. Calculating the additional revenue and expense the area would generate, he found that annexation would result in an annual loss of $10,413 and that an additional 1.2 mills on the town levy – or an 8-mill total – would be required just to make up the deficit.

A number of influential Littleton neighborhood groups were originally formed to undertake petitions for annexation. Such groups, once annexation was complete, often represented the neighborhood on nearby zoning issues and worked to restrict development that might reduce neighborhood property values. They also promoted parks, and addressed shared safety and taxation concerns.

Annexation of commercial and industrial areas also occurred but was less controversial and more aggressively pursued due to the revenue that they represented. The former Ingersoll-Rand industrial site was not legally part of Littleton until its 1956 annexation. The annexation of the new Woodlawn Shopping Center was accomplished by virtual blackmail, the city threatening to deny water taps unless the owners consented to annexation.

Initially, from 1949 through 1955, Littleton's growth was slow, adding just over 65 acres through 11 separate annexations. It watched, somewhat apprehensively, as Englewood and Denver, its larger, more urban, and more politically sophisticated neighbors to the north rapidly annexed portions of unincorporated Arapahoe County. Littleton was more conservative, retaining its more insular small-town outlook and recognizing its more limited water rights and municipal services, particularly its inadequate sewer facilities. Nevertheless, by 1967, Littleton had grown from the original 767.3 acre city originally platted by pioneer landowner Richard Little to 4,092.93 acres, an increase of 433%. Of that, 209% growth or the addition of 1,602 acres occurred in the 1950s and 225% growth or the addition of 1,723.63 acres occurred from 1960 through the end of 1967. During 1968 and 1969, an additional 772.4 acres was added, making the 1960s the peak decade of Littleton annexation. Of the forty-three individual annexations from 1949 through 1967, only ten exceeded one hundred acres. Of those, six added between 145 to 200 acres each, one added 230 acres, and two added between 300 to 314 acres each. The single largest annexation in the history of Littleton was the 1956 addition of 872.8 acres including the subdivisions of Broadmoor and Woodlawn. Subsequently, between 1968 and 2007, a total of 4.778.146 acres were annexed, making the Littleton of today 8,871.076 acres, or 1,156% the size of the original city (see chart, map on pages 32 and 33).

Various attempts were made to direct, control and restrict annexation in order to maintain Littleton's quality of life. In 1961, an annexation policy proposed by the Littleton Planning Commission's was adopted by the City Council to guide in the consideration of future annexation:

- "That the annexation be for the common welfare of the city and the area to be annexed.
- There is a social, civic, commercial or industrial relationship between the city and the area.
- The area be urban in character or clearly destined to be urban.
- The area have a population density of an average of one dwelling unit per half acres.
- The area be a logical addition to the city, and that basic city services can reasonably be furnished within three years after annexation.
- The area be in need of proper land use, zoning, building regulations, etc.
- The area be in need of city services.
- That streets have been fully dedicated, and that property owners will be responsible for construction of streets, curbs, gutters, and sidewalks."

The policy also made provision for an annexation fee to be negotiated for areas that would impose a financial burden on the city, such as those requiring storm drainage installation.

Annexation conflicts continued to occur throughout the 1960s, including Littleton annexations to prevent Denver "land grabs" to the south. These threatened to block Littleton's growth to the west, to split Arapahoe County in half, and to divide School District #6. Annexation also created tensions with Englewood, which violated a 1962 pact to maintain Belleview as the boundary between the two communities.

**Municipal Governance and Growth**

Consideration of Littleton's adoption of a city manager form of government began as early as 1947, when an *Independent* editorial suggested that Englewood and Littleton share the salary of a joint city manager who would recruit and hire employees, propose the city budget, serve as chief Council advisor, and carry out Council policies and programs. Nothing came of the idea, probably in recognition of the potential conflicts of interest that might arise. In 1951, Littleton watched as Englewood hired its first city manager. A 1957 public meeting was called to again discuss the possibility and signatures were sought for a city manager election call. In October, the hiring was approved by a vote of only 21% of the population, 590 for and 211 against. In January of 1958, Carl Bryan was hired as Littleton's first city manager at a yearly salary of $7,500. Bryan had previously worked as an insurance and real estate salesman, then served as mayor, city manager, and county commissioner in Pueblo, Colorado.

Littleton began to study the advantages of becoming a second-class or home rule city in 1956. In 1957, it requested and was granted second-class city status by the governor and was divided into three wards, each to elect two councilmen. Then, in July of 1958, a threat of compulsory annexation to Denver galvanized the City Council to transform Littleton to a home rule city. The threat was posed by the proposed Simpson Amendment to the State Constitution, which included the establishment of three city-counties – Denver, Colorado Springs and Pueblo. Under the plan, Denver would annex Englewood, extend its boundaries to Littleton's northern city limits, and threaten the existence of Arapahoe County. Once passed, Denver would have absolute powers of compulsory annexation. Under the plan, Denver would add 211,000 in population and would realize an additional $11,770,500 in tax revenues, a net profit of $612,800, after subtracting the anticipated costs of serving the new population. Littleton City Attorney Horatio Ramsey said, "It appears that Denver won't be able to annex cities over 5,000 if they have home-rule status. So if this amendment passes in November, we'll have 13 months to make Littleton a home rule city and save ourselves from annexation to Denver."

Ultimately, after a battle with regional counties and municipalities, the Simpson Amendment was shelved, but Littleton home rule proceeded. In November of 1958, Littleton approved home rule by a vote of 1,293 citizens, 921 for and 372 against. Early in 1959, a group of 21 citizen delegates were elected to write Littleton's new Home Rule City Charter. Under the charter, the city manager form of government was retained. The Council, now directly responsible to the citizens of Littleton, was increased to seven members with staggered, four year terms, four from individual districts, and three elected at large. On July 28, 1959, the City Charter election was approved and by May of 1960, it had been fully implemented.

Throughout the period, the number of Littleton city staff members, departments, and citizen boards continued to grow. In 1958, the Council voted to establish a department of public works, including the operation of waterworks, sewer, streets, bridges and engineering. In 1959, it was reported that thirty-five employees had been added by the city in the last four years, bringing the total to fifty-five. In May of 1960, Tom Foster, the former head of construction for William Zeckendorf's Denver Courthouse Square project, was hired as Littleton's Public Works Director. As a result of staff increases, Town Hall's gothic arches were infilled to accommodate new offices. The city budget grew from $67,568 in 1947 to $150,496 in 1951, and from $227,951 in 1953 to $879,439 in 1958. For 1963, a range of $1,254,000 to $1,326,000 was proposed, depending on the capital improvements undertaken.

In 1961, the forty-one acre Ketring (former Lord) estate on Gallup Lake was offered for sale to the city as the site for a new city-hall complex, a library and museum in the existing home, and a park. Downtown Littleton protested the purchase, concerned about the relocation of the municipal offices from Main Street to a recently annexed part of town. After months of negotiations starting at $300,000, the City rejected the offer, citing unacceptable owner terms. The property was later pur-

chased as a location for only the park and museum. Also in 1961, Arapahoe County informally suggested that Littleton purchase the 1907 courthouse and jail for use as municipal offices for $250,000. Anticipating a population of 480,000 within 40 years, the county was considering the possibility of relocating the County Fair or South Drive-in Theater and building a "county civic center" at that location. Though the county ultimately retained the use of the Courthouse until 1987, it began to lease space outside of Littleton in 1964, reflecting the growth of other municipalities and unincorporated areas of the county. In 1959, the county opened a new Welfare Building in Littleton designed by architects Walter E. Simon and John B. Hipp.

**Fire Protection**

In 1958, the council rejected the city manager's suggestion to cancel its contract with the historically volunteer "Hose Boys" and form its own paid fire department. The "Hose Boys," originally formed in the 1890s, had grown up with the city. In 1948, since most of their fire fighting took place in rural areas outside of the city limits, the Littleton Fire Protection District was formed in order to receive funding from the greater Littleton area. In 1949, rural fire bonds were sold to finance the purchase of a new fire truck. A new two-story fire station was completed in 1952, facing east across the tracks from the Littleton train depot. In 1954, the city hired two full-time men for the firehouse and added a new fire alarm system that interfaced with the direct dial phone system. A 1958 evaluation of the fire department by an inspection bureau recommended a new fire station on the southeast side of the city and recommended a city fire code, which was adopted that same year.

In 1959, the pressure of serving the rapidly expanding district with volunteer firefighters overwhelmed the department. In April, forty volunteers were added. By August, an *Independent* headline read, "Firemen See Need for Paid Group," and by January of 1960, "Volunteer Crew to Have First Crack at Paid Jobs in City Fire Department." Jack Easton was named the first paid fire chief, earning $509 a month.

That same year, construction of a new firehouse designed by architect Eugene Frazier was begun on South Broadway next to the city water tank. Its location was a matter of some contention for the City Council, who felt the location, just outside the city limits, was so remote that the department would be unable to hire firemen to man it. The station was put in service in February of 1961.

As Littleton grew in size, it also grew in height. An *Independent* headline declared, "27 Buildings 3-1/2 Stories Tall Create Fire-Fighting Problems Here." To meet this need, the department bought an aerial truck and held practice sessions on the taller buildings located at Centennial Turf Club. A 1963 announcement of "Littleton Clean-Up Month" noted that the department had fielded 625 calls in twelve months and was eager to join with the Chamber of Commerce in promoting the cleanup of basements, attics, yards, and stores to reduce fire hazards. By 1966, residential and commercial development in the area brought plans for two additional stations: one on Coal Mine Road in Jefferson County and one near East Arapahoe Road.

**Police Protection**

Littleton's municipal police department also expanded with the city's population growth. In 1948, the police had 1,873 annual calls. By 1962, the department had 2,332 calls in six months and covered 313 accidents. Three regular patrolmen were on staff in 1955. In 1958, "the newest and prettiest addition to the Littleton police department" served as a meter maid, giving tickets to parking violators. Police department personnel numbered eighteen in 1960 and twenty-six in 1963.

Technological advances were also made. A 1947 *Independent* article featured Mayor Roy E. Babcock's test of a police car telephone: "Calls are placed by air to Denver where an operator rings the Littleton number or any other spot in the nation via telephone wire. The town will probably not install the system for some years, as it costs $25 a month for installation, $15 a month for service, and 30 cents for each call made." In 1962, radar was added to city police cars.

The department also served other important civic roles. In 1959, Police Chief Brown offered safety rules for children and motorists as accidents increased around schools. In 1963, "Buddy, The Talking Bike" was giving safety talks to kids. Teenagers merited their own attention, with crackdowns on underage liquor purchases and drinking, and enforcement of an 11:00 pm curfews those under sixteen. New drag racing laws punished not just participants, but any on-lookers as well.

In 1960, the department formed the "Police Academy": "This organization was formulated in the minds of these officers when they discovered

that Littleton does have a juvenile problem. They found many youngsters who had time on their hands and who might some day find mischief to do. Despite the fine work of Boy Scouts, YMCA and Little League, there were boys longing to have something to do. The Police Academy was born 18 months ago. Today it has close to 250 members. These boys box, wrestle, learn judo and firearms. More important they learn that policemen can be men to respect rather than lawmen from whom to hide..." Girls participated in a Police Academy "drill team," sports, and received beauty and health tips from an Academy instructor who was a former model.

**Regional, County, and Municipal Planning**

In 1949, Littleton was still largely rural in character. It was soon overwhelmed by the volume of new and increasingly urban issues that confronted it, most promoting or opposing a rapid increase in development and annexation. As a result, policy and legislation was often established on a piecemeal basis as the City Council reacted, on a one-by-one basis, to the myriad of complex issues brought before it. During the 1950s, in order to create short and long-term plans for water use, sewage treatment, landfills, transportation, infrastructure, and development growth, the city began to individually and cooperatively explore the development of project review and planning. In this, it was encouraged by new residents and homeowner groups, who began to push for legislation and controls that would benefit the community as whole, and preserve the qualities that had initially attracted them to the area.

Two major regional planning groups emerged in the 1950s. The Metropolitan Planning Commission was set up by Denver and three suburban counties with a primary goal of coordinated planning between the 140 taxpaying jurisdictions in the region, including fire, water, sanitation, and school districts. The Inter-County Regional Planning Commission worked on a variety of projects including a 1956 master plan for a five-county area.

At a county level, S. R. DeBoer, a nationally respected Denver planner and landscape architect had created a pioneering 1940 zoning plan including ideas for roads, water development, and general land use for the most heavily populated portion of western Arapahoe County. But DeBoer himself openly acknowledged that it was completely obsolete by 1954, with subdivisions sprawling far beyond the original zoning plan provisions and road plans invalidated by the repositioning of the Valley Highway. A 1954 planning effort by Arapahoe County proved inadequate. Under the plan, the county hired Harman and O'Donnell to update zoning and subdivision maps but made "no effort to create a master plan for water, sewage, school sites, annexations, parks, roads, golf courses or river beautification... " In 1956, the firm prepared the first new county zoning map in fifteen years, and continued to prepare important planning documents throughout the period for the county.

Previous planning discussions in Littleton had largely taken the form of suggestions for "beautification," including the creation of attractive landscaping at entrances into the city, the banning of billboards on South Santa Fe Drive to preserve mountain vistas for motorists and tourists, and the establishment of a "Beautification Committee" that would work with the assistance of an architect or landscape architect to improve parks and community plantings. A 1949 Littleton *Independent* editorial entitled "A More Picturesque Littleton" had focused on beautification with the goal of attracting more residents: "'Many Denver people want to get out in the suburbs,' one prominent citizen told us this week. 'They find the area pretty well blighted to the east and west, and the north offers no good home sites. They would come to the Littleton region if we will just begin to protect what we have.'" Still, the only formal planning that appeared to take place prior to 1949 was park design, with S. R. DeBoer serving as design consultant.

As residential growth began to reach previously unimaginable levels, Littleton *Independent* owner and editor Houstoun Waring initiated a relentless campaign from his bully pulpit promoting, and then demanding, a formal process of city, county, and regional planning. In January of 1951, the *Independent* sponsored the presentation of a University of Denver School of Architecture and Planning survey and planning project for Littleton, undertaken by the students of Professor Eugene D. Sternberg. The paper presented a full report, noting that the students were largely older, often experienced professionals that were attending classes under the GI bill. The students first observed that unlike most communities close to a large city, Littleton was almost completely economically independent of Denver, with nearly 80% of the population employed in and immediately adjacent to the town itself. This was likely to change, they said, as new

incoming residents began commuting to work in downtown Denver. The students then noted some town liabilities, including inadequate parking in the downtown Main Street shopping area and the bisection of the city by a major railroad crossing at grade. Suggestions included improvements to Main Street, construction of a downtown railroad overpass, converting gulches throughout the city to green space, and purchasing land to the north and northeast to establish a greenbelt separating Littleton from Englewood, stopping its further expansion to the south. A transition to light industry was encouraged, and perhaps most radical of all, limiting the population from 8,000 to 10,000. Many of these recommendations proved prescient, anticipating national planning trends and ideas ultimately adopted by Littleton.

In September of 1952, the *Independent* sponsored an "old-fashioned" town meeting to discuss city planning issues and the theme "What Should Littleton Be Like in 1957 and Also in 1977?" Speakers included planners M. Walter Pesman, Eugene Sternberg, Sam L. Huddleston, Gabriel C. Harman, S. R. DeBoer and E. L. Mosley. The moderator was newspaper owner and editor Houstoun Waring. The meeting drew 170 citizens including members of the county zoning board, prominent real estate developers, and officials from all parts of Littleton School District #6. Topics included stopping population growth at 6,000, restricting trailer homes, city planning, a master street plan, street parking, recreational facilities, schools, water, sewers, taxes, shopping centers, industries, and annexation. After a two and one-half hour discussion, the group picked a five-man committee to offer ideas for the region's future -- Dallas L. Cook, B. I. Noble, Paul Ambrose, William E. Reeves, and Houstoun Waring.

By October of 1954, little progress appeared to have been made. An *Independent* editorial related: "The addition of two more people to each one we had in 1930 presents terrific problems requiring intelligent solution if we are not to bog down in the midst of chaos. Think of three cars going to work where one traveled our streets before. And, on a street system originally built for the horse and buggy! School officials are frantic in their efforts to meet the rising tide. Schools designed and built a few years ago to meet demands of 1960 are now forced to half-day shifts. Thousands of new homes within and without the incorporated communities present problems of adequate sites for schools, parks, and churches, as well as safe streets, proper disposal of wastes, sufficient water, and the many other requirements that make good neighborhoods. Much of the land so improved might better have been retained for industry and the employment of many of the newcomers... The county has reached the point where it must plan wisely and courageously or see chaotic conditions and depressed valuations ahead. Every homeowner and businessman has a stake in the planning picture. His taxes have been paid to allow it and he is entitled to know where and how his community is going. Long range planning will provide the answer. Small scale efforts will only postpone the day when we will be confronted with choking traffic congestion, schools and parks painfully inadequate and communities blighted from the lack of those advantages which planning could have provided... "

**Zoning and Building Codes**

Denver planner M. Walter Pesman had drawn up Littleton's original zoning ordinance in 1942. Zoning ordinances were a requirement for the approval of FHA home loans, so this promoted Littleton in the early years of residential subdivision growth. Since FHA loans required that houses and subdivisions meet federal guidelines, the FHA provided plan review and approval. According to the *Independent*, "Subdividers have made their fattest profits by taking shortcuts in community planning. They have left the home buyers to worry about schools, water, flooded cesspools, transportation and decent streets, and a place to shop. Since FHA, experienced public servants have done this planning for them."

However, FHA controls did not extend beyond housing. Littleton Boulevard was the site of many contentious zoning applications beginning in 1955 when the street began to change from residential to commercial uses after the construction of the Woodlawn Shopping Center. "There is a filling station directly across the street to the west; due to the east there's a big office building, and directly across the street there's a bookstore and lately a trailer court. To the northeast, one block down, there's a welding shop. This is no place to raise little children and we happen to have three," testified one homeowner. Land owners made an attempt to strip zone the entire length of Littleton Boulevard for commercial use to increase the sale price of their properties, but it was rejected by Council, which felt it would reduce property values for owners within two blocks of either side of the street. Such

approval would have also precluded the required presentation of formal development plans necessary for such re-zoning. One Council member noted that the group's obligation to all the citizens of Littleton was greater than their obligation to the property owners on the boulevard. In retaliation, one owner advertised his property for sale as "suitable for low income property," an admittedly allowable use under the zoning. Conflicts between property owners seeking increased financial advantages through zoning and homeowners seeking to protect their property values and quality of life continued throughout the period. They were exacerbated by discrepancies between city and county zoning policies. If a developer sought annexation as a commercial property to the city and was refused, they simply turned to the county, which seldom refused any commercial zoning. A lawsuit was filed by Littleton homeowners objecting to commercial zoning approved by the county on adjacent unincorporated land on the east side of South Broadway that faced the Littleton city limits.

Littleton building codes had been in effect since 1904, but only provided for such issues as ash pits, chimneys, and masonry walls in fire zones. New building codes and a fee-based system for inspecting new construction were finally established in 1954 based on three nationally-established standards. The codes provided detailed guidelines for city building inspectors and helped ensure new Littleton home buyers of quality building construction. In 1966, new housing codes were put in place as a requirement of Littleton's application for federal Urban Renewal funds for the Arapahoe Junior College redevelopment project.

Still, there were limits to the control that zoning and building codes could provide -- they could broadly dictate land use within the city limits and micro-manage construction requirements for individual buildings, but they were no substitute for the broader, long-term vision and perspectives that planning could bring to the community. As the *Independent* wryly commented in a 1955 editorial, "We have limited ourselves to zoning which is simply delayed planning."

**The Planning Commission**

In 1956, Littleton's own Planning Commission was finally born in political turmoil. The Council, headed by Mayor Norman Granes, had found that matching federal funds up to 50% were available for municipal planning under Section 701 of the 1954 Federal Housing Act. The state had passed legislation in February of 1956 to make it possible for Colorado towns to apply for the funds. But a temporary restraining order filed by the newly formed "Better Littleton Party" immediately stalled the Littleton Council's application.

Better Littleton contended that the Council, controlled by the Independent Party, had been governing the city for at least eight years without taking any interest in or active steps toward town planning. The new party, led by their mayoral candidate Frank A. Randall, wrote "The rush to employ a planning organization is a political maneuver by the Independent party to win votes from new voters, who are not conversant with the historically apathetic and do-nothing policies of the incumbent party." Further, he noted that application for the funds required the as-yet unrealized creation of a Littleton Planning Commission prior to the hiring of a professional planner, and that the Board was rushing to approve a planning contract with E. M. Halvorson and Company of whom his group said, "We have found no evidence that this organization is qualified by training or experience for town planning. We have been able to learn only that the organization is an advertising agency, that its executive head is a member of the Denver Advertising Club, and that it purports to offer services as business consultants, management consultants, and as market research analysts, none of which apparently are closely related to town planning."

A political battle ensued in which Better Littleton won control of the Council in the April 1956 election, at least partially due to the city planning controversy. The new Council, led by Mayor Randall, was actively pro-annexation and pro-planning. Part of their campaign platform was to "... extend the corporate boundaries of Littleton's limits to its natural area of economic and civic influence." Campaign advertising in the *Independent* included a map that defined this area, showing annexation by Denver and Englewood threatening from the north (see map, page 3). The election resulted in the Randall administration's appointment of the first members of the new Planning Commission, which had been hastily created by the previous administration in response to Better Littleton's restraining order. H. Ray Baker was appointed to a six-year term as planning commission chairman. Dave Munns, a professor of government management at the University of Denver, was appointed to a four-year term, and Dwight John to a two-year

term. Councilman Bill Kostka, a public relations counselor, and Mayor Randall, a partner in the Associated Real Estate Company were to act as ex-officio members of the commission. One of the first issues to be presented before the new commission was Joseph F. Drobnick's application for water and sewer service for the new JoLene subdivision to be constructed in unincorporated Arapahoe County.

The Chamber of Commerce had also moved in the direction of increased annexation. In early 1955, an *Independent* headline had announced "Main Street Businessmen and C of C Extend Open Invitation to Fringe Areas to Seek Annexation." Frank Flesher was appointed chairman of a Chamber Annexation Committee. Flesher had served as the first sales and advertising manager for Littleton's Heckethorn Manufacturing and Supply Company. In 1954, with partners Jerry Grutza and Kenneth Mendia, he had formed the home building firm of Broadmoor Associates. In accepting the appointment, Flesher said, "I'll accept this chairmanship because I am outspokenly for certain phases of annexation, and furthermore, I'm of the opinion 'time's-a-wastin'. I make no secret of the fact that I have a personal axe to grind, too. My partners and I are building homes in Littleton and it is our sincere opinion that we should be able to build within the city limits, to give our customers the advantages of country living, yet with all city conveniences such as fire and police protection, city water and sewer, city rates on insurance, electricity, gas, telephones, etc."

In 1957, after the contentious struggle that brought Better Littleton to power was over, the preparation of a city master plan began. William Johnston of Development Planning Associates was hired to develop it, along with comprehensive new subdivision and zoning ordinances. John McLucas, George Nez, Eugene D. Sternberg and John Hall were to serve as consultants. The master plan was completed in 1958 and approved by the Planning Commission but not the Council (see map, page 30). The subdivision ordinance, completed and approved by both in the same year, worked in concert with a 1957 Colorado bill that required suburban builders to submit subdivision plans to an adjacent city within three miles of the project. Though the county retained its power to approve or reject a subdivision until annexation, the bill helped assure that substandard projects would not create financial or administrative problems to Littleton after annexation. The Littleton subdivision ordinance included guidelines for the city's process of subdivision application and approval, and specifications for primary and secondary streets, residential streets, cul-de-sacs, curbs, sidewalks, tree planting, grading, sewers, water mains, and the approval of street names. They also required the donation of eight percent of the subdivision's land area, or its monetary equivalent, for public uses like schools and parks. The final element of Johnston's work, a comprehensive zoning ordinance, was more contentious due to its direct bearing on property use and value (see map, page 31). After a long, spirited, and sometimes acrimonious public debate under two city councils, a revised zoning map and ordinance were finally passed in April of 1960.

Planning Commission members quickly realized their volunteer services did not eliminate the need for professional planning staff. In 1963, to avoid the cost of hiring a full-time city planner, the Council entered into a cooperative planning services contract with the County Planning Office.

**Urban Renewal**

Urban renewal began in the pre-war years as part of New Deal efforts to provide improved and expanded urban housing and jump-start the construction industry. It took new form in the post-World War II years with Title One of the Housing Act of 1949 and the 1954 Housing Act, when urban centers became home to a disproportionate number of citizens who did not have access to the new, suburban way of life -- the elderly, the poor, racial minorities, and the homeless. The focus of this new phase of federal urban renewal was the removal of large areas of run-down and deteriorated building stock in order to facilitate new and revitalizing urban development. In Denver, access to urban renewal funds was initiated in 1957 by Mayor Newton's appointment of seven men to serve on the newly formed Denver Urban Renewal Authority.

Despite the program's largely inner city focus, urban renewal came to suburban Littleton in 1964. Upon seeing a national project that created a college campus, a local woman suggested combining two stalled local proposals: the creation of a county junior college and the revitalization of the Main Street shopping area. The Littleton Urban Renewal Authority was formed to facilitate the project and take advantage of loans, grants, technical assistance, and mortgage insurance provided by the federal government. A potential urban renewal area was identified – a 41-acre triangular

parcel just south of Main Street (see map, page 35). By September of 1967, the site had been selected as the location of Arapahoe Junior College, and purchase appraisals and relocation planning were well underway. Urban Renewal Director Stanley J. Poturalski reported that he planned to have Church to Lake Avenues cleared by January of 1969, and the balance cleared by July of 1970. The 355 individuals living in the site's 147 dwelling units ranged from 75 children under ten years of age to seven adults between 81 to 90. Many had lived in their homes for over fifty years. "Spanish surnamed families" represented 14 percent of the residents, and "Anglo families," 86 percent. Poturalski had already visited 70% of the home and reported: "These were real friendly meetings. There has been no belligerency. The property owners say they feel the college will be good for our young people, and they like the idea of converting the 41 acres into a lovely campus. They want to do their share for the community."

**Transportation**

***Automobiles and Roadways***

Littleton's first automobile appeared in 1904 and by 1906 there were eight, owned by the city's most prosperous citizens. Their numbers increased during the 1910s and 20s as Henry Ford's revolutionary moving assembly line lowered production costs and made them accessible to a broader group of buyers. But with the economic constraints of the Depression and World War II, new ownership slowed. After the war, American auto makers turned from war time production to satisfy the pent-up demand for new cars. Automobiles fueled by cheap gasoline quickly became indispensable in the post-war period (see page 36). Suburban life required traveling increasing distances between home, work, and shopping. At the beginning of the period, men often car-pooled to work so their wives could use the family car for shopping, but as prosperity increased, two-car households became common. Roads expanded to serve the increased use, funded, constructed, and maintained by the U.S. Department of Transportation, Colorado Department of Transportation, Arapahoe County, and Littleton.

The Valley Highway (now Interstate 25) was built as part of President Eisenhower's National Interstate and Defense Highways Act of 1956. The system was modeled on the earlier Lincoln Highway in the U.S. and the German autobahn. U.S. auto manufacturers had lobbied heavily for its creation, and the system was a major factor in the increase in automobile and truck sales and use in the years following World War II. Construction of the Valley Highway began in Denver and was completed southward to Castle Rock by 1951, incorporating portions of the existing U.S. 85 and 87.

U.S. 85 or South Santa Fe Drive, Littleton's primary north/south roadway, was a federal highway dating to the 1920s. Originally running from El Paso, Texas, into Wyoming, it was completely paved by 1938. In 1947, portions of the Platte River were relocated and Santa Fe was widened to a four-lane highway between Littleton and Denver. As construction of the Valley Highway moved southward east of Littleton during the 1950s, traffic was diverted from U.S. 85, threatening the livelihood of the many tourist-based businesses on Santa Fe in Littleton. The Santa Fe Businessmen's Association fought to retain traffic on the road. The group installed a directional neon sign at the intersection of the Valley Highway and U.S. 85 to the south, proclaiming the old road was the fastest route to downtown Denver. The group's president, Colonel King C. Hudson said: "Before our sign was erected by our association, only one out of seven northbound cars turned off onto U.S. 85 toward Littleton. The rest continued on U.S. 87, the Valley highway. Now, the sign splits the traffic with about half coming our way." In 1952, statistics showed that the Valley Highway and U.S. 85 were each used by 3,500 autos on an average day. By 1966, 28,000 cars used Santa Fe daily and another expansion and improvement plan was announced in 1967. This plan to transform South Santa Fe into a "Freeway Route" preserved the green belt of the adjacent Platte River but forced the removal or dislocation of many businesses.

New state and county roads were also built and many existing ones extended, widened, improved, and realigned. Major north/south roads including Federal, Lowell, Sheridan, and Broadway pushed south from Denver and Englewood as development increased. North of Littleton, Belleview and its bridge were widened and improved for access to Centennial Turf Club. The Martin Company and Bow-Mar, incorporated in 1958, spurred other new and improved roads to the west. The Valley Highway brought the extension and improvement of Nobles (now Arapahoe) and County Line Roads to the east. Many of these projects included bridges across the Platte River and its smaller tributaries. In 1957, the state expanded Littleton Boulevard to

a four lane road divided by a central island. A city improvement district was established to complete sidewalks along the road to Littleton High School, and in 1958, Littleton Boulevard near the school was paved. One major improvement was notably absent during the period – the construction of a railroad overpass downtown, recommended in every Main Street improvement project. Though planned, funds did not become available.

In 1957, a new City Council approved completion of the Sterne Parkway plan, originally conceived and partially executed under the previous administration. The project was especially complex because of the associated drainage issues. In approving the plan, Mayor Randall said, "Several planners have worked on this street. Harman, O'Donnell & Henninger Associates made some suggestions; Gene Sternberg worked with it. This one is a composite of all of those and the one the property owners like." Prince Avenue was widened north of Main Street and the city and downtown merchants shared the cost of a new road through Rio Grande Park to allow Main Street traffic to turn around without climbing the hill to the east. Within Littleton's new suburban neighborhoods, the provision of roads and sidewalks by subdivision developers were first a condition of FHA loan approvals, then a requirement of Littleton's own subdivision ordinance. Still, subdivision roadways were often a matter of contention, especially in Aberdeen Village, where a battle over roads, sidewalks, and paving raged throughout 1957 and 1958. Littleton also struggled to improve its existing roads as overall municipal development costs skyrocketed. Many remained unpaved, and seasonal oiling was still necessary to control dust. Littleton also took on a $1,000 per year contract with the state of Colorado to maintain Littleton Boulevard.

Street lights, traffic lights, and road signage of all kinds increased and improved. As an isolated farm town, Littleton had independently named its streets. When annexations joined the city to the larger metropolitan area to the north, it was necessary to plan road alignment and reconsider road names. Originally, the road just south of the Arapahoe County Courthouse was named Broadway. When the street was extended eastward and joined South Broadway out of Englewood, it was renamed Littleton Broadway to distinguish the two streets. In 1952, with the approval of Arapahoe County, it was renamed Littleton Boulevard. By 1958, it was necessary to create a comprehensive street re-naming plan for the entire city. The city staff rejected the Denver grid and street name system and decided to eliminate duplication and change names only as necessary. When the initial proposal proved contentious, the Council created a new advisory committee to solve the problem. After over two years of work, the new street name law was passed in December of 1960. Beginning in February of 1961, the plan was sequentially implemented in the northeast, southwest, southeast and northwest quadrants of the city. Quadrant maps showing the new street names were published in the *Independent*, residents received a thirty-day notice of their new address, and new street signs were installed.

Littleton traffic increased exponentially. In 1958, counters on loan from the Denver Traffic Engineering Department showed that Littleton Boulevard at Broadway carried 12,784 cars in a day. By 1966, 26,600 cars used Broadway daily and Littleton Boulevard had 86 percent more traffic than it had in 1960. Automobile accidents and fatalities increased. The Valley Highway speed limit was raised to 70 miles per hour and three drivers died in the first two months. After a series of pedestrian injuries, the city declared war on jay-walking with a $2 ticket. Arapahoe County doctors gathered to hear a presentation on auto safety and learned that automobile accidents outnumbered those from all infectious diseases combined. "Polio kills 3,000 a year, but the automobile takes 38,000 lives. About 14,000 are crippled by polio annually, but those permanently disabled by cars number 100,000." New safety measures such as seat belts began to be identified. Traffic safety around the growing number of schools became an increasing concern. In 1960, an innovative school traffic light at Euclid and Broadway allowed children to push a button to put the light in operation. Its cost was split by the county, school board, and state highway department. As train crossing fatalities grew, warning lights and articulated arms that lowered as trains approached were added. Railroad crossings at grade began to create major headaches as traffic loads grew. In 1957, a broken-down freight train tied up Littleton's downtown traffic for 72 minutes. When fire gutted the historic Littleton Flour Mill in July of 1959, the *Independent* noted that U.S. 85 was blocked during the Martin Company's rush hour. In 1960, the Littleton police acquired radar devices to catch speeders, whose new driver licenses displayed color photographs for quick identification rather than fingerprints. Automobile safety became a major

national issue, and in 1966, President Johnson sent a highway safety proposal to Congress addressing licensing, drinking, driver education, safe auto, inspection, tire, and highway issues.

***Mass Transit***

Mass transit use plummeted as auto use increased. In 1948, 237,846 riders used the Littleton bus and by 1956, ridership had dropped to 148,778. Within Littleton, a bus to carry shoppers around town with stops at all the shopping centers was halted within a month for lack of riders (see page 36). In 1958, the Santa Fe Railroad eliminated passenger service that had been operational since 1890. The trains, one leaving Littleton at 7:32 am and one leaving Denver at 5:30 pm, had a regular ridership of only seven commuters. In 1967, the Rio Grande Railroad ended its passenger service after 96 years. Despite this, increases in traffic congestion spurred planners to introduce new proposals for mass transit. One idea, by S. R. DeBoer, was for a monorail system that would radiate to all the surrounding suburbs from Denver's Union Station. Many of DeBoer's proposed monorail stations correspond closely with those selected for the current light rail system. A similar plan was suggested by Harman, O'Donnell & Henninger for a monorail running north to Adams County from a southern terminus around Littleton's Jackass Hill. But mass transportation could not offer the independence of automobiles, and none of these plans came to fruition.

***Air Transportation***

Air transportation was a major growth industry in the years following World War II. Many airplane manufacturers, previously dedicated to the war effort, began to provide planes for the nation's newly expanding commercial air industry. Military-trained pilots returned to civilian life, and local airfields, like the Englewood Airport, east of the Welshire Country Club, offered a complete course of aviation training approved for GI Bill funding. The course qualified graduates for a number of specialized pilot ratings and aviation careers.

In 1955, Denver City Planner George Nez reported on anticipated trends: "It is clear that we shall have to have a regional pattern of airports for private planes and helicopters. Traffic is already heavy at Stapleton, and with jet planes on the way we must find other places for smaller craft..."

In Littleton, the increasing number of local firms that conducted business nationally and internationally made the concept of nearby air travel feasible. The *Independent* reported "It's Air Age for Local Men Who Use Private Planes for Profit and Fun," and "Altho Littleton has no airport, two privately-owned war surplus planes are using an improvised runway a half-mile long southeast of town... the runway… is located on the Illinois Powder Manufacturing Co. land a mile south of the Benedict Lake between Gallup ave. and S. Broadway." Ultimately, two small airports served private planes in the Littleton area. Columbine Airport, located southeast of Coal Mine and Kipling Roads, was established around 1959 (see page 36). The Littleton Civil Air Patrol squadron met there along with the Denver Sport Parachute Club, which moved to Littleton Airport after Columbine closed around 1975, replaced by a housing development. Littleton Airport originally began as the Flying C Ranch Airfield around 1962 on Highway 85 south of Louviers at what is now West Airport Road. It closed around 1978, its runway now part of Reynolds Drive.

Private heliports were also proposed for Littleton. In 1956, the firm of Helicopters Inc., made a presentation to the Chamber of Commerce soliciting their support for creating daily air express service to Littleton. Plans for the 1960 Essex House Motel on Santa Fe Drive originally included a circular restaurant and coffee shop at the northwest corner of the lot with a heliport on the roof. A heliport was also proposed in 1962 for a development west of the Platte River and south of West Bowles. None of these plans appeared to have been realized.

In the early 1960s, Arapahoe County, encouraged by the developers of the Denver Technological Center, began discussions about the possibility of a county airport. In 1963, Ken R. White Engineering was hired to identify a site of 700 to 1,000 acres to serve as a new, $500,000 county airport, for which the federal government would pay around 50% of the land cost. The firm reported that 140 area planes could be expected to use a new airport. In 1966, at a community meeting attended by an audience that questioned the need for the airport, the county planner stated: "... as air traffic increases at a field like Stapleton... private owners want to move to a new facility. The Arapahoe airport, being adjacent to the Valley Highway, brings downtown Denver to within a 20-minute drive... We see a rising trend in private aviation that must be met, just as the county built roads for motorists. Since 1954, private planes in the U.S. have increased 60 pct. The number of

pilots licensed has increased by two-thirds since 1957." Despite opposition from some residents, and with promises that the airport would not increase taxes, the county proceeded with a schedule to fly planes out of the airport by early fall of 1967. The Arapahoe County Airport, now named Centennial Airport, still flourishes today.

**Utilities and Other Services**

***Telephones***

In 1949, there were 2,016 telephones and daily calls numbered 9,500. In 1957, 1,810 phones were installed in only ten months. By 1958, there were 9,314 phones and 32,860 telephone calls were being made daily. By 1960, the number of individual phones numbered 17,360 and by 1962, daily calls had increased to 111,900. Similar increases were made through 1967. To facilitate service increases in the south suburbs, a new 42-truck garage was established in Littleton.

At the beginning of the period, thirteen telephone operators manually connected each telephone call in Littleton. In 1954, rotary dial phones arrived using the "Pyramid" exchange. A new Mountain State Telephone and Telegraph switching facility, designed by architect Temple Buell, was built at 1699 West Littleton Boulevard to house the necessary equipment. The transfer to dial service was completed with just two minutes of interrupted service. Each of Littleton's 3,000 telephone customers were called by two special operators who instructed them on the use of their new phones. This consisted of listening for a dial tone and rotary dialing the "PY" alpha exchange and a five digit number to reach a telephone company test line. In 1961, the Pyramid exchange was replaced by a ten digit number, opening the door for push button dialing, scheduled for completion by 1964.

Between 1954 and 1956, telephone company equipment shortages delayed the installation of new home phones for up to two years. To provide emergency access in the interim, coin-operated phone booths were installed in the neighborhoods. Many other homeowners shared "party lines" until private lines became available.

Single, old-fashioned telephones became obsolete. A variety of new styles and colors made phones a decorative accessory throughout the home. The Princess phone was introduced in 1960 and housewives were told "The Cook's Best Friend is Her Kitchen Phone!" (see page 37).

Phones began to establish an important place in the culture through their growing, collective use. "Every Phone in Littleton in Use" read an *Independent* headline following the assassination of President Kennedy. Growing telephone use also drew the scourge of phone solicitors to Littleton, selling garbage disposals and freezers into the night.

***Water***

Water access, water pressure, and water quality were all essential to the increasing number of Littleton residents, suburban lawns, and the Littleton Fire Protection District. Unfortunately, the city's ability to provide water during the period was hampered by a severe drought, relieved episodically by flooding. Due to its severity, some Front Range communities pooled funds to hire cloud-seeding companies that promised to increase natural precipitation.

Littleton owned far fewer water rights than Englewood and Denver, and the process of water purification, water delivery, and water storage were all troublesome issues. In 1949, a new 75,000-gallon tank was purchased by the City Council specifically to provide better pressure to Woodlawn and the South Windermere area, but, to the dismay of homeowners, the tank did not arrive in time to water new lawns for the summer. In 1951, it was followed by a new 600,000-gallon tank on Ridge Road to supply new homes. The following year, a water shortage hit those homes in midst of a record heat wave and suburban housewives were forced to carry water from an irrigation ditch or do without. Despite the assertion in the spring of 1953 that Littleton had enough water for a population twice its size, by August the shortage of water rights and storage caused the Council to worry about supplying new homes. In the mid-1950s, two million-gallon tanks were planned for South Broadway and a lake near the Platte River, and Littleton participated in a tri-city agreement with Englewood and Denver to cooperatively purchase rights and distribute the resulting territory between them. The city also bought water rights in local ditches and drilled for new wells. Shortages brought closer scrutiny of water applications from newly developed areas outside the city limits, higher water and sewer rates, and increased water access or tap fees.

The situation did not improve during the 1960s. In August of 1963, the dry summer and low storage capacity first brought water use controls. The Council refused mandatory water rationing in favor of voluntary water restriction methods.

Lawn watering was restricted to nights after 9:00 p.m. and warning notices were issued to violators. Littletonites were reprimanded for their poor water use habits in the *Independent*, "There's something about a drought that makes people think they can solve the problem by squirting a lot of water on everything… Littleton residents used more water per house than anywhere else in the Denver area the first five months of 1963. We averaged 210 gallons per capita daily over this period... " Between $2 and $22 million was estimated to be necessary to develop an adequate water supply for the city.

In the winter of 1964, Littleton was plagued by multiplying leaks and problems with the water system, resulting in the replacement of its last surviving wood-stave water lines. Finally, in apparent desperation, the city opened formal negotiations "...which may lead to total water service of the Littleton area by the Denver Water Board." The talks discussed the service area, the relationship of in-city and out-of-city Denver rates, and the extent of service that Littleton would require, all based on information assembled by a citizen's water committee study. Late that year, Council was forced to propose a 50 percent price increase for in-city water.

In 1965, after losing a lawsuit over the collapse of the two five million-gallon water tanks the city had under construction, the Council approved a four million gallon per day purchase of water from Denver. Shortly after 1967, under Mayor John Kinghorn, the Denver Water Board began to supply all Littleton water. Grappling with the long-term implications of growth on water use in the region, a county committee began a study aimed at preventing a metropolitan area "water war" in the future.

***Wastewater Treatment***

Despite the 1950 completion of a four-year project to build a modern sewer plant, a 1957 metropolitan area sanitation facility report suggested that Englewood's plant be expanded to process all sewage from Littleton and northern Douglas county. At that time, there were 45 sanitation districts operating 27 separate sewage treatment plants in the Denver Metropolitan Region. The following year, Littleton rejected the idea and further expanded its own plant. Though a 1965 report rated the plant "high" by state standards, the Littleton and Englewood plants both failed to meet standards established by the federal 1972 Clean Water Act. At that time, the two cities closed their existing plants and created a joint wastewater treatment facility.

***Waste Management***

Trash disposal in 1949 was largely a household affair, with garbage burned in backyards. Even in the new residential subdivisions, small precast concrete incinerators were installed for trash burning. Items too large or difficult to burn were transported to landfills, initially by homeowners, then by garbage haulers under contract with city. The city, county and Englewood usually collaborated in finding new dump sites. As the population grew, landfills filled with increasing speed. By 1955, the city announced that its cost for hauling would almost triple. A 1967 county-wide ban on trash burning to lower air pollution necessitated an ever-increasing dependence on landfill use.

***Natural Gas***

Natural gas was scarce in the immediate post-war years. Prior to the war, all Littleton natural gas came by pipeline from Texas but the supply was limited and could not accommodate any increase in use. Many homeowners were forced to wait two to three years for natural gas heating until the lifting of wartime material restrictions allowed the completion of a new supply line from Cheyenne, Wyoming, in 1948. It was followed in 1963 by a major new line intended to ensure a dependable gas supply for the entire Rocky Mountain area.

***Electricity***

Fueled by low energy costs, electrical use grew exponentially during the post-war years. In 1949, the Colorado Central Power Company completed improvements on an eleven-acre Littleton site to house its warehouse. In 1953, to serve the burgeoning south suburbs, the company consolidated their operations headquarters and seven departments at the location. As the Intermountain Rural Electrification Association, also headquartered in Littleton, expanded electrical access to rural and mountain communities, Colorado Central Power struggled to supply new suburban homeowners and their ever-increasing number of home appliances. "Thanksgiving Dinner Could be Flop if Electrical Loan Gets Too Great," warned an *Independent* headline. "Modern living is electrical living, but insufficient wiring can put you back in the dark ages – literally – if you blow a fuse at the wrong time. If you are taking advantage of the appliances now available for preparing a truly magnificent Thanksgiving feast, your home may not have enough 'Housepower' to accommodate them all." The article went on

to reveal itself as a power company promotion for modernizing home wiring.

In 1960, technical demands increased still further. The developers of the Ridgewood subdivision planned a complete underground installation to avoid the visual intrusion of overhead electrical lines. The constantly expanding Electron foundry partially solved its pollution problems by installing electric crucibles, and Martin paid $1.2 million to run a double power line from Littleton to their operation in Jefferson County.

Nuclear power promised efficient energy production as well as potential destruction in the Cold War years, and the Public Service Company of Colorado began to run promotional ads for atomic energy (see page 37). In 1965, the construction of the Fort St. Vrain nuclear power plant in Platteville, Colorado, was announced. Construction began in 1968 and the first commercial power was produced in December of 1976. After the Chernobyl fire and meltdown of 1986, the plant was one of nine out of 115 large reactors in the U.S. found to share critical design characteristics with the Ukrainian reactor. In 1989, the plant was closed. All nuclear material was removed and the plant converted to natural gas.

**Littleton Schools**

The rapid growth of the suburbs, consisting largely of young couples starting families, made access to education a top priority. The post war population explosion, known as the "Baby Boom," created an almost immediate need for new elementary schools, a short-term need for junior and senior high schools, and the passage of bond issues and tax increases necessary to build, staff and operate them. In many suburban communities, access to municipal schools was a primary impetus when new residential subdivisions sought annexation. This was not the case in Littleton, where city schools were part of Arapahoe County School District #6, commonly referred to as Littleton School District #6 since Littleton was the seat of Arapahoe County and the location of the school district headquarters. In 1955, Littleton School District #6 encompassed approximately 28 square miles of Arapahoe County, only 1.2 square miles of which were actually located within the city. The growth in the school population was staggering. In the fall of 1949, the *Independent* reported that 271 new students had enrolled since 1946, bringing the total to 1,144 pupils, and added "[the] war crop of babies [is] now making itself felt with 124 first graders in Littleton... " By 1966, school enrollment was 14,000, of which 897 were new kindergartners.

Planning for North Elementary School, Littleton's first new school building since 1920, began in 1947. Delayed by the search for a location, and then by a contentious battle over providing sewer service to the site, the school was completed in 1949. Then, in rapid succession, suburban growth resulted in the construction of twelve additional new elementary schools, three new junior high schools, the conversion of the original high school on Grant Street to a junior high school, and the construction of Littleton and Arapahoe High Schools. New schools were located in the areas of greatest residential growth and developers often donated land for the sites, enhancing the desirability of buying homes in their subdivisions. In 1958, the school attorney specifically urged the Littleton Planning Commission to ask subdividers for eight percent of their land area as locations for new schools.

A series of increasingly large bond issues were approved by voters to finance all the new construction. The district hired an important group of regional architects to design the new school buildings and additions including Earl C. Morris, Alfred Watts Grant, Atchison and Kloverstrom, Harold Carver, Donald More, Eugene Sternberg, and Morse, Dion and Champion. In 1964, the California firm of Reid, Rockwell, Banwell and Tarics were hired to design Arapahoe High School, with Alfred Watts Grant as local associate. This decision provoked a 1961 *Independent* editorial that read, in part: "Many complaints are being heard about the proposal to go outside the state for an architect on the second Littleton high school… Colorado, we believe, has some talented architects. They were educated at Harvard, Cornell, Yale, and many other leading schools. They travel and they read. Maybe they don't command the big contracts... but they certainly understand materials suitable for Colorado, local labor talent, mile-high air conditioning, soils and social needs better than a stranger... " The project was troubled by costs overruns and contract issues, and citizens were annoyed at paying the Californians' travel expenses. In 1967, when the site was selected for the Littleton's Heritage High, Eugene D. Sternberg was selected as architect.

School buildings grew increasingly large and many of the new schools even received additions during the period. Like residential construction, the new facilities incorporated new materials, construction techniques, and features. Many included sepa-

rate arts centers, libraries, auditoriums, sports facilities, and cafeterias. Decorative art was frequently incorporated, like the Aesop's fables wall plaques by local sculptor Varian Ashbaugh, incorporated into Ames Elementary School by architect Earl Morris. New technology included a 1959 public address system at Grant Junior High, and air conditioning, first installed in the 1964 Arapahoe High School.

The Littleton School District's Board of Education established a school naming policy in 1960. The criteria included: "School names should be of a dignified and significant nature. Names of persons still living or vague descriptive names should be avoided; the name should immediately connote a school when first heard, not to be confused with a shopping center or real estate development; names should not be used which are in use elsewhere in the Denver area... when confusion might result; the school name should be meaningful with regard to learning, whether in the field of history, science, literature, etc,; and, specifically, elementary schools were to be named for American educators and authors; junior high schools for men of science; and high school names should be drawn from the categories of places, presidents and statesmen." (See page X for a list of school names of the period.)

Even with the rapid construction of schools, the growth of the district required administrative resourcefulness in finding room for students and staff, including the establishment of split shifts, moving students between schools, and, in 1965, the purchase of eight portable classrooms to accommodate elementary school growth. Early economies included the purchase of war surplus items like barracks for shop classes and administration offices, and food service trays for the school cafeterias. School and administrative staff and wages grew along with the student population. Teachers slowly improved their position, first forming a contract negotiations group in 1964. By 1965, awareness of racism and sexism in hiring increased. The *Independent* reported that the district had hired an African-American speech therapist and a vocal music instructor from Meridian, Mississippi, both women. The article congratulated the city on the progress that it had made in hiring, "Littleton has come a long way. It was only a few years ago that we wouldn't hire married women for faculty."

School curriculum was a subject of interest to the entire city and the *Independent* ran a series of articles on the topic. Overall, parents sought an emphasis on "the three R's" over vocational education classes. A 1961 survey showed that 2,225 of Littleton's 8,000 public school students were the children of Martin Company employees, which then manufactured the Titan intercontinental ballistic missile. Since so many parents had advanced degrees in science, mathematics, and engineering, these subjects became a particular educational focus. Local firms participated in science education in the schools and conducted company tours and open houses. Ohio Oil worked with the school district to secure more high school science teachers and its employees mentored teens working on scientific projects. A group of Martin experts offered a "Space Age" workshop to Littleton faculty members. In 1962, the company arranged a free evening film lecture series at Grant Junior High entitled "Ballistic and Space Vehicle Systems." Local industry leaders outlined educational requirements for scientific careers and called for educational improvements. At the fifth-grade level, students built a model of "America Tomorrow" complete with flying saucers, satellites, futuristic planes, and modern buildings with solar heating. New vocabulary words included "propellant, aerodynamics, cosmic rays, intercontinental missile, solar heating, zero gravity, metallurgy, turbojet, supersonic, satellite, electronics, nuclear energy, solar energy, jet propulsion, telemetry and heliport." Littleton youth became obsessed with rockets. At the high school, a popular rocketry club was formed and the students successfully launched a rocket that flew 15,000 feet above the city. Rocket launchings were integral to the events surrounding the district's inaugural science fair in 1959. Three Littleton youths entered models in the first annual National Model Rocket Championships, held near the hogbacks west of the Denver Federal Center. In 1958, a 15-year-old Littleton boy's wrist was shattered when a rocket exploded in his basement laboratory. While Littleton schools and druggists rushed to control the sale of dangerous chemicals used home laboratories, a Littleton rocket expert "deplored the lack of opportunity for youngsters to obtain a safe, professionally engineered rocket." Despite the dangers, the youthful exploration of scientific pursuits was considered serious and important. The influence of the Cold War on education continued into the 1960s, when a Littleton student, the first girl from the region to ever proceed to the national science fair in Washington D.C., prepared her project on "The Effects of Radiation on the Regeneration of Planaria."

Like schools nationally, the subject of sex education, the teaching of evolution, and the place of religion in the schools came under discussion. In the late 1950s, television was first used as a classroom tool to teach Spanish and French. Its use expanded in the early sixties to include public television programming. There was also consideration of a district information program in which questions phoned in by the audience would be answered live by the televised school board. In the early 1960s, special education classes began and controversy arose over providing "accelerated" or "able and ambitious courses." An editorial on the topic concluded, "Every student must be considered as an individual and his learning ability must be stimulated whether he is below or above the accepted norm. Perhaps this insistence on "average" education in the past has contributed to our trend toward conformity in thought and action."

Non-curriculum developments during the period included the introduction of speech therapists, school nurses, and mass vaccinations for polio in the schools. Achievement tests for use in student guidance began in 1949. Counselors were added to the staff in 1958 to assist students with personal problems, employment, college counseling, and to administer standard intelligence, personality, and aptitude and interest tests. Littleton High School began participating in a foreign exchange program, including students from Turkey and Nepal. Littleton parents entertained groups of foreign students from throughout the west before their return home. An active Parent Teacher Association was formed including, in 1953, the formation of a PTA preschool program. Consideration of student behavior and their social and psychological needs grew. The importance of junior high in the development of early adolescents was discussed. A student handbook issued by Grant Junior High gave reasons for dressing well and good attendance. "Our Betweenager Problem; Euclid Social Code Uses Conformity to Advantage," discussed how the school managed student behavior and discipline.

The quality of Littleton's educational system was high. In 1959, eleventh graders scored better than 99% of U.S. schools, excelling in English, math, social science, and "thinking." In 1960, Littleton was rated "Excellent" in a school quality survey. A large percentage of Littleton students went on to college; by 1959, over half of the seniors at Littleton High School had plans for higher education. Throughout the period, the *Independent* recognized academic achievement yearly with articles including: "First Six Scholars in LHS are Members of Fair Sex," a headline not as socially acceptable today as it was in 1959. College scholarships were offered by Heckethorn Manufacturing, which sent five to college over a nine year period ending in 1962, five years after the firm relocated to Tennessee.

High school sports activities were central to the interests of the entire community and were featured prominently on the front page and sports page, beside the adult baseball league.

By 1959, the District's nine school buses were carrying about a quarter of students back and forth to school. Many students walked and rode bikes, and their safety became an increasingly important issue in the face of headlines such as "Autos Endanger Youngsters at East Elementary School." In 1958, there were three auto-child accidents within a single month. In response, a Junior Police Patrol was formed to enforce bike safety, police cracked down on speeders, and school safety zones and crossing guards were initiated. As thousands of children moved between home and school, child molestation became an issue. Marathon Oil donated a copy of the film "Too Friendly a Stranger" to educate children and the *Independent* ran an ominous public service notice for children to color that showed a young girl being approached by a strange man. Many driving issues emerged in conjunction with high school students. Driver education courses began and a Safety Club was formed to reduce traffic hazards at the high school. An editorial expressed concern about noon hour driving by students, and programs such as a 1958 talk by Johnny Parson, widely known race car driver, were initiated. Parson's talk at Littleton High School was "expected to stress the point that racing is for a race track and not a public thorofare."

Parochial schools were also added and expanded by area churches. Architect Roland L. Lindner designed the new 1951 St. Mary's Parish School. A number of Littleton citizens were on the board of the Kent School for Girls and the Colorado Military Academy. A variety of private facilities were created, some by women, including ballet schools and the Hillcroft Country Day school. In 1962, *Time* magazine lauded two Littleton men for the creation of the first "Outward Bound School" in the western hemisphere. Originally founded in 1941 in Great Britain, this was the 14th program established internationally. In 1965, a vocational training center that accommodated thirty disabled adults

took a ten-year lease on the Red Comet Building on Main Street.

In 1967, the massive changes that had taken place in education during the post-war period were highlighted by the closure of Curtis School, the small one-room schoolhouse that had once served generations of rural pupils in the Littleton area.

**Arapahoe Junior College**

A junior college was suggested in 1948 for Arapahoe County, but for an Englewood location. In 1958, a serious campaign was undertaken to locate one at Fort Logan, after the Veteran's Administration, which had taken it from the Army after World War II, declared it surplus and offered it for sale. A committee was hastily assembled to solicit five hundred signatures to gain the approval of the county and the state board of education for the project. Financing was to be provided by state aid, student tuition, and an increase in the county mill levy. Though the pros and cons of a two-year junior college were actively discussed, the plan was ultimately rejected by voters to avoid the requisite tax increase. Finally, the idea was revived in 1964 to revitalize downtown Littleton using federal urban renewal funds. The following year, Littleton and Sheridan voted to create the first Junior College District in the Denver metropolitan area.

A presentation of the 1967 master plan by Eugene D. Sternberg and Associates described the planning process for the Arapahoe Junior College (AJC) in detail. The first chapter outlined the philosophical basis for the junior college, and discussed the selected location and its relationship to the cities of Littleton and Sheridan. A second chapter discussed the educational program of the school and its projected enrollment figures through 1974. The details of the site selection process were then followed by detailed drawings of the location, including its topography, all existing buildings, and every single tree present on the site.

The master plan was then presented in concept, in plan, and in elevations. To take best advantage of the triangular site, to integrate the academic disciplines, and to effect economy of construction and operations, a one-building campus was recommended. The building interior was designed around a central hub, known as the Meeting Place. It was a large, multi-purpose space to accommodate a variety of uses -- gallery display, informal social center, meeting room, and gathering place. Around it were instructional spaces, a library or learning resources center, cultural arts spaces, administrative offices and physical education facilities. Each element was carefully designed from a philosophical standpoint, then planned for maximum future flexibility: "Because the needs of the future are relatively unknown -- the only thing we truly know is that these needs will be developing and changing ones -- we must design large zones of space wherever possible rather than little boxes. To design precise spaces for today's admittedly uncertain concepts of how to teach, and how best to learn, is to condemn our successors to the trouble of tearing down what we have built and starting afresh. We have to design, not a tight restrictive series of one-use spaces, but a framework in which — as the years go by — those who use the institution can construct and reconstruct what they need." An automobile access plan was created to eliminate all vehicles from the interior of the site. The parking lots for 1,000 cars were designed to permit rapid traffic movement in and out of the site.

Though the project seemed to conceptually relate to Littleton's new industrial parks, unlike them, it was not fenced or intended to stand apart. To integrate the college with the surrounding Littleton community, about fifty percent of the site was to be developed as a shared park: "A paramount concern of the college is to foster integration with the larger community of which it is a part. The concept of the master plan then is to provide an environment that will create a sub-community necessarily intermingled with that greater community. The development of the park, with its mall, outdoor theater, reflecting pool, and recreational facilities gives a public space where this engagement can take place. The outdoor spaces flow into the commons areas of the building complex, and in mild weather these spaces would all be open to the outdoors." The plan stressed that the site is "extremely well endowed with trees, which will be an excellent start for the park-like development of that part of the site which is not needed for building. It will enable the College to have an 'instant park' — extremely valuable, since shade from sun and shelter from wind is a climatic necessity in Colorado before effective use can be made of outdoor spaces for learning, recreation and other activities."

In July of 1966, Arapahoe Junior College classes began in the former West Elementary School. AJC's first president was Dr. Allan Crawfurd, who had previously taught at the University of Denver and worked for the U.S. Information

Agency in Iran. In 1974, the college moved into the new building designed by Eugene D. Sternberg.

**Libraries**

Architect Jacques Benedict's library had long been the pride of Littleton and had an active group of citizen volunteers supporting and conducting its activities. The library even had its own column in the *Independent*, regularly listing new book purchases and, in 1951, relating new redecorating plans and the possible purchase of a bookmobile. By 1959, staggered by the growth of the city, volunteers could no longer manage the library workload and the city's first professional librarian was hired. Littleton considered cooperating in a county library system in 1960, but it did not come to fruition.

By 1961, it became clear that library needs had to be addressed. An *Independent* article reported, "The present library building, built with a Carnegie Foundation grant of $8,000, has served the city since 1917. About 1,700 people lived in Littleton at that time. Littleton's population is now more than eight times as large as it was when the library opened, and use of the library has grown in proportion with the city's expansion. Book circulation has nearly tripled in the past three years, rising from 25,758 in 1957 to 71,981 in 1960. The book collection will top 12,000 by the end of 1961 and virtually all shelf space will be exhausted. At the present time, there is seating space for only eight people." That summer, the city hired the firm of Library Consultants, Inc. John Eastlick, a Denver librarian and an associate of the firm, began a study of the city's future library needs, and to formulate recommendations for a new library location, a size and organizational plan for the building, and potential extension services such as bookmobiles and branches.

Between 1961 and mid-1963, no action was taken on a new library, though use increased through a new agreement by which residents in unincorporated areas of the county could use the Littleton library for free instead of paying a fee. The county and city mill levies were adjusted to avoid double taxation on city residents. To ease library access, a Littleton branch library was established in the Cherry Crest Shoppette.

In 1963, the City Council approved a contract with Eugene D. Sternberg for a library design, approved the creation of a "Friends of the Library" group to assist with fund raising, and announced that the new library would be named after Edwin Bemis, prominent citizen and former *Independent* publisher. An increase in the library budget was reported from $6,000 in 1957 to $78,000 in 1963.

In 1964, citizens protested the relocation of the Cherry Crest Shoppette library branch to the new Southglenn Shopping Center at Arapahoe Road. Work also began in earnest on the new library. A $350,000 bond issue was approved. Library consultant Eastlick had recommended a site on Littleton Boulevard near South Broadway, but the three-acre site in the 6000 block of South Datura Street was chosen instead. The ground breaking ceremony took place in November of 1964 and the public was invited to tour the new library in October of 1965.

In 1966, the Arapahoe Library District was created to serve residents outside of the three municipalities that had previously established their own libraries – Englewood, Aurora and Littleton.

**Parks**

Littleton's municipal park development began in 1948, when the city hired S. R. DeBoer to design plans for Sterne and Rio Grande Parks. Sterne Park land had been donated to the city by W. C. Sterne, who first brought electricity to Littleton in 1903. Rio Grande was on a long-term lease from the railroad, with the proviso that it be maintained as a city park. In 1960, the city purchased property on Lincoln Avenue to extend Sterne Park, and began plans that included a pool and tennis courts. Another city park project of the period included the cleanup of the old Platte River bottom north of the old library. The Platte River had flowed immediately to the rear of the library and the homes on Curtice Street but was relocated several hundred feet to the west in 1939, when South Santa Fe was made a four-lane highway. River water seeped into a hole east of the road to form the "Library Lagoon," which became an informal local dump site. In 1952, the Littleton Lions hired Walter Pesman, who concluded it would be cheaper to restore it with 12" of dirt and local shrubs than to infill the area. When it again became shabby, the South Platte Improvement Association recommended that the site be filled. In 1963, the area was improved by the city and state. Littletonites also worked with the state to plan roadside parks for South Santa Fe to beautify the area for the benefit of local tourism.

In 1958, S. R. De Boer proposed a "green belt" to retain a visual separation between Littleton and the larger metropolitan area to the north, breaking "the endless sprawl of houses" with

lower-density housing on large landscaped lots, permanent open space, municipal and residential parks, and wide boulevards. However, the speed of development and annexation largely precluded such large-scale, long-range planning. In 1959, a park was proposed for Lee Gulch from Ridge Road southwest to Prince Avenue and developers of the new Ridgewood Park subdivision deeded the land to the City. It finally came to fruition as a green belt in 1967, aided by the Bel-Vue Civic Association.

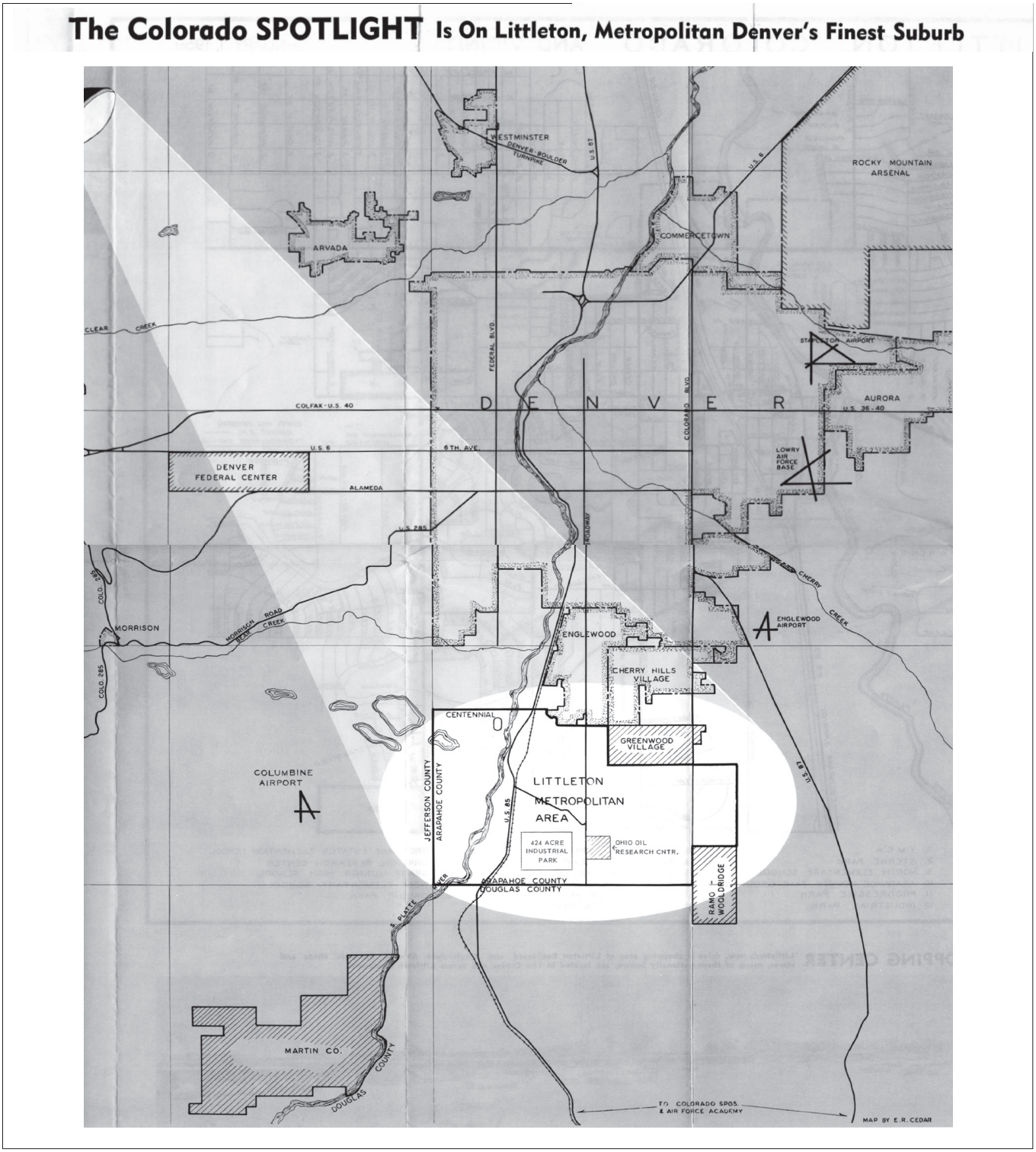
With the rapid suburban growth of the 1950s, pressure began to mount to create parks throughout western Arapahoe County. The children of suburban residents commonly played in the streets of their subdivisions, and as traffic increased, safe playgrounds became an important priority. In order to meet this need, two park districts were created in the area. The first of these was the Arapahoe Metropolitan Recreation District. In 1955, about 5,000 residents organized the district in order to create a 45-acre $250,000 park for families then east of Littleton in the Brookridge Heights, Broadmoor, Crestview and Woodlawn subdivisions. The group's initial bond issue failed, but it obtained approval for a mill levy that provided $2,000 to employ professional help in mapping future park plans. In 1956, the district was offered seven acres on Little Creek, north of Ridge Road, and a site near what became the C. A. Norgren plant. A successful bond issue vote provided $200,000 for four or five possible sites and a 15-acre park near South School was promptly purchased (see map, page 39). The land stretched between Gallup and Datura Avenues, and made "...an ideal park for Broadmoor children who won't have to cross any main thorofares... " Three additional parks followed.

In 1959, the South Suburban Metropolitan Recreation and Park District was formed to obtain 273 acres of park land at the south end of the former Fort Logan military post at half its appraised value. At the time of its formation, South Suburban included approximately 45,000 residents. Though a 1960 bond issue to purchase the land was rejected by voters, the district began to receive funding through a mill levy. A 1962 plan of action included the employment of a full-time recreation and park director and the immediate acquisition of available land well-sited for parks. Discussions also began with the county, municipalities, and unincorporated subdivisions to survey their park needs, coordinate the use of school playgrounds for parks, and to help improve existing parks. In the early 1960s, Littleton made agreements with South Suburban to help the city develop and maintain Sterne Park and the newly re-landscaped "Library Lagoon." In 1966, the South Suburban District purchased land for its largest facility yet, De Koevend Park, for which it received a federal purchase grant.

Littleton continued to independently develop and add parks. As part of his master planning work for the city, William Johnston recommended additional park locations. In 1963, the city approved the use of the old Gallup Reservoir site as a public park and access to Ketring Park began that year. In 1966, the city sought a federal open space land grant for its purchase, and in 1967, the city bought the 32-acre park and lake. That same year, it was announced that Littleton would pay off the Arapahoe Metropolitan Recreation District's debt in trade for its four developed parks, by then annexed and located within the city's boundaries.

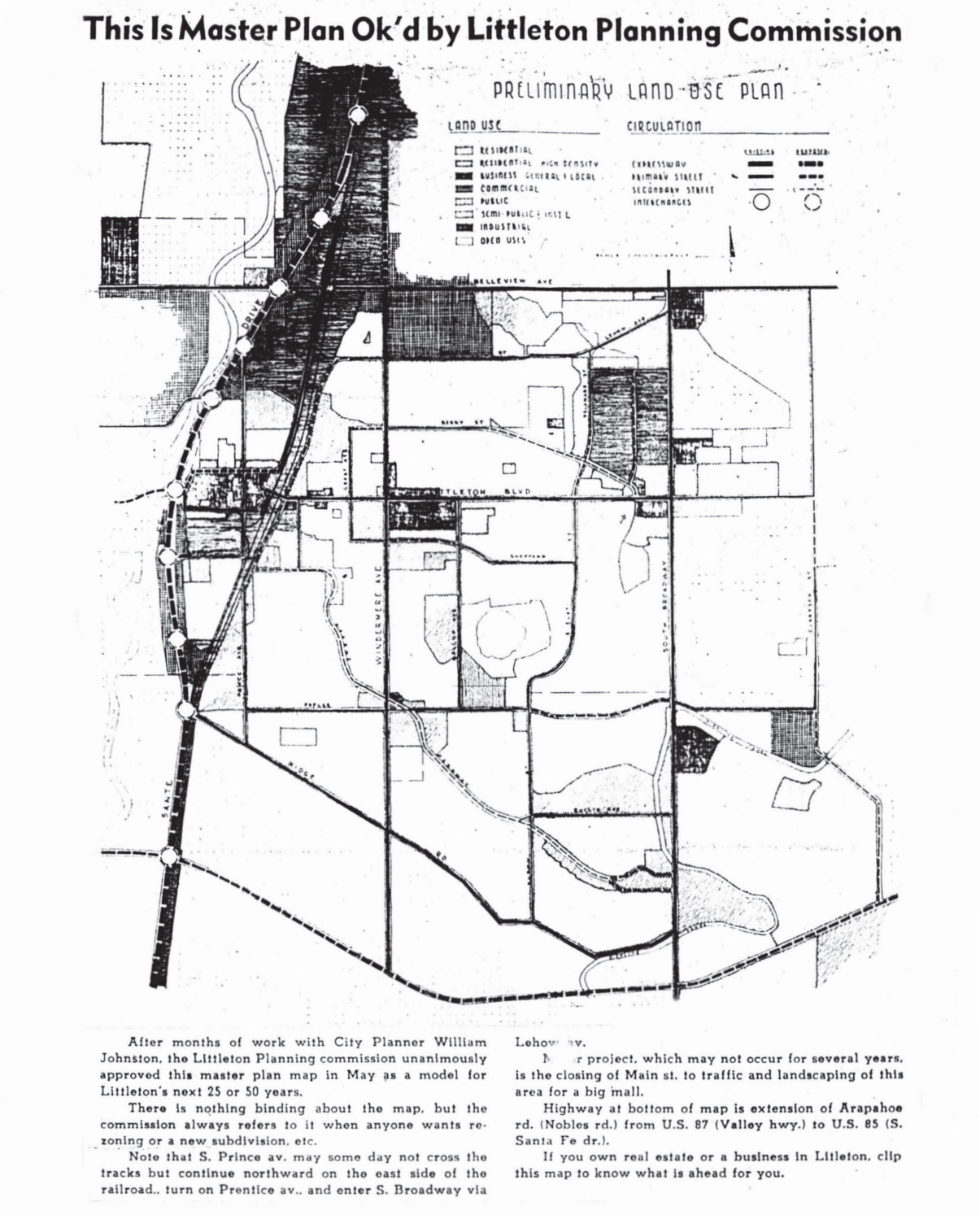
A new era in park development began in the 1960s that recognized the importance of preserving and restoring natural landscapes. In 1961, planning consultant Sam L. Huddleston advised the South Suburban Recreation and Park District to consider the flood plain of the South Platte River as a recreational area of the future, taking advantage of available federal funding. In 1966, the *Independent* announced the appointment of Littleton native Lee F. Johnson to implement Denver's 20-year, $630 million Platte River plan, based on a development study he prepared after the 1965 flood. Johnson encouraged Arapahoe County in its proposed plans to continue Platte River Drive south to Chatfield Dam, for which construction was finally proceeding in 1967 in the wake of the flood: "The people of Littleton should realize that Chatfield is going to create a wonderful recreation district and people will want to reach it through an attractive river roadway."

# ILLUSTRATIONS




This regional map shows Littleton in the context of the greater Denver Metropolitan Area. To the east of Littleton, U.S. 87 has not yet been updated to reflect its redevelopment as the Valley Highway, now Interstate 25.

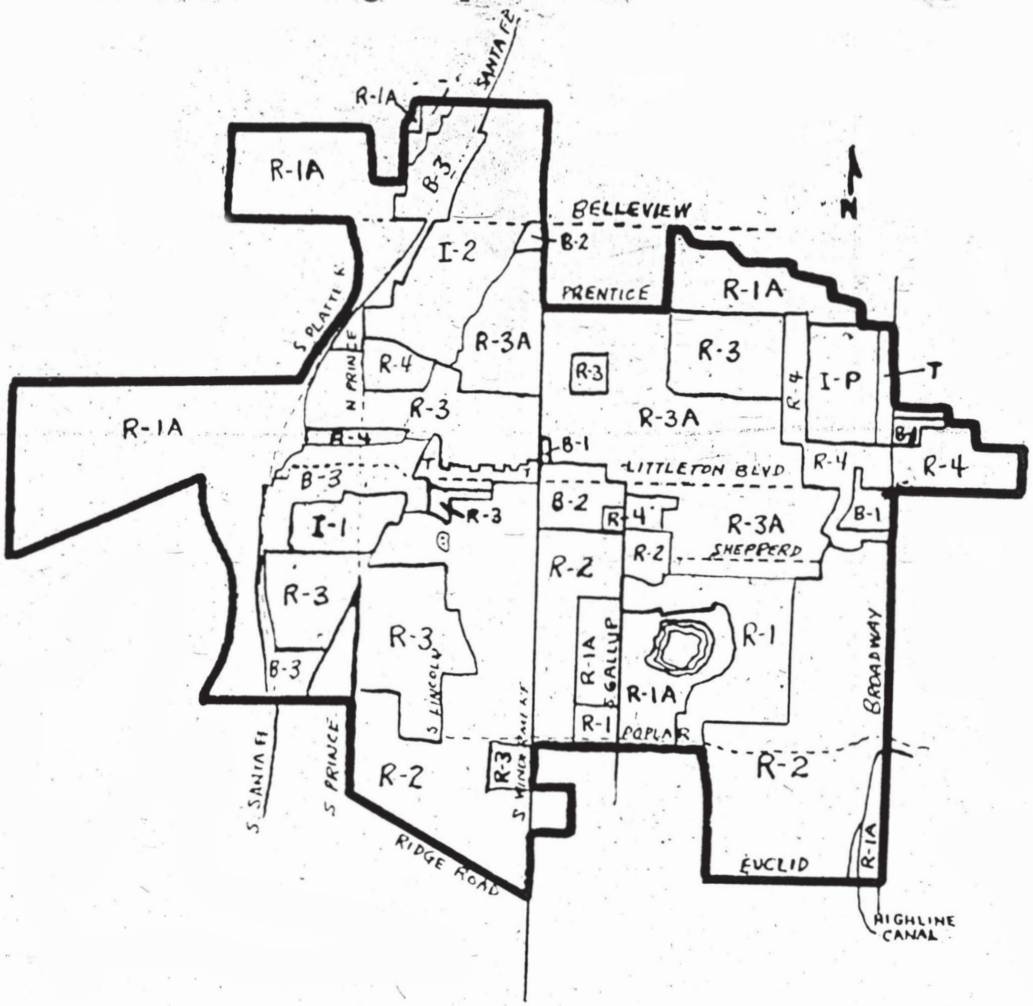
*Map from the 1959* ***Map and Street Guide*** *published annually by the Littleton Chamber of Commerce, collection of the author.*




Littleton's master plan was prepared by William Johnston of Development Planning Associates in consultation with John McLucas, George Nez, Eugene D. Sternberg, and John Hall. It was completed in 1958 and approved by the Planning Commission. It received no formal approval from the Littleton City Council. (See page 15.)

*Map from October 12, 1958, page 5, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

# Here Is Zoning Map to Be Discussed Monday




This is the zoning map of Littleton which the planning commission will discuss Monday at a public hearing at 7:30 p.m. Explanation for the various zonings appear below in the chart.

The day after this map was made, the planning board re-hashed it and made these corrections, however, which should be taken under advisement.

Broadway from Rafferty ln. to High st., zoned T on the map has been changed to B-2.

From High to Littleton blvd. and from Bannock st. to Broadway, now R-4, changed to B-2.

Broadmoor shopping center, shown as B-1, changed to B-2.

A small strip from Gallup av. to the north-south alley west of Hickory st., (this includes only from Littleton blvd. to the alley) has been changed from R-3A to T.

The triangle of land bounded by Prince av., the railroad tracks, and the Littleton cemetery (no zoning shown here) I-1. Cemetery south is R-1A.

Everything from S. Santa Fe west to the river now marked R-1A has been changed to the B-3 classification.

The tiny piece shown as R-1A in the north section of the city near the city limits has been changed to I-1 to correspond with the property next to it.

The large R-1A section west of this (Sanford Ranch) has been changed to I-P, except for 100-ft. strip along the west edge which will be B-2.

The R-1A section at the south edge of the city bounded by the Highline Canal has been changed to B-2.

After the planning commission approves the map, the city council must hold a hearing on it. For details as to property involved, interested persons may view the large-size zoning map upstairs in the city hall.

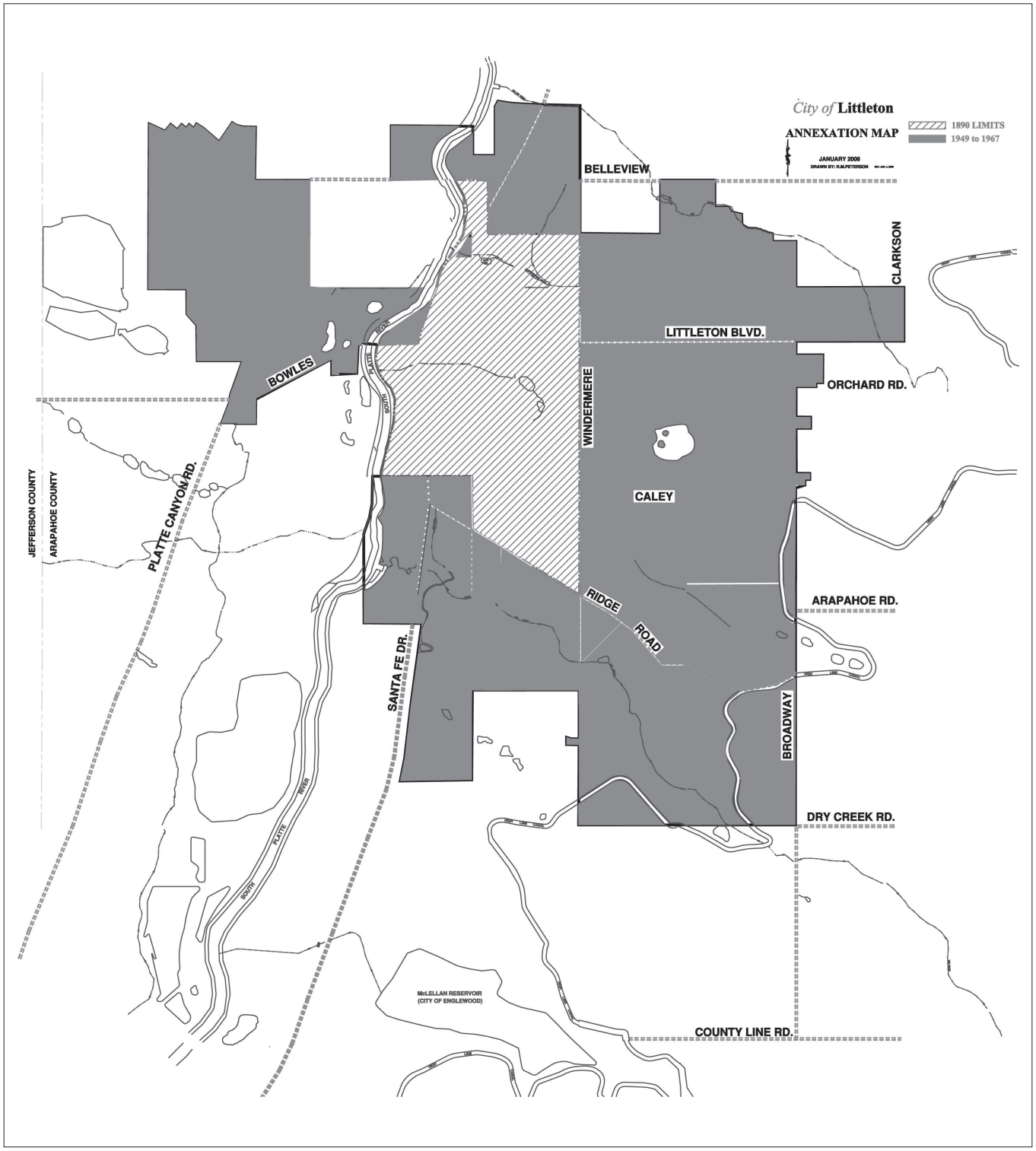
Along with the Littleton master plan, William Johnston of Development Planning Associates also prepared a zoning map and ordinance. After a long and spirited public discussion under two City Councils, a final revision of this zoning map and ordinance were finally passed in April of 1960. (See page 15.)

*Map from December, 12, 1958, page 8, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

| Annex Sequence | Date | # of Acres | Cumulative Acres |
|---|---|---|---|
| | 1890 | 767.3 | 767.3 |
| 01 | 1950 | 4.0 | 771.3 |
| 02 | 1950 | 16.6 | 787.9 |
| 03 | 1952 | 0.6 | 788.5 |
| 04 | 1953 | 32.9 | 821.4 |
| 05 | 1954 | 2.0 | 823.4 |
| 06 | 1954 | 2.0 | 825.4 |
| 07 | 1955 | 2.0 | 827.4 |
| 08 | 1955 | 2.2 | 829.6 |
| 09 | 1955 | 3.4 | 833.0 |
| 10 | 1956 | 0.0 | 833.0 |
| 11 | 1956 | 10.0 | 843.0 |
| 12 | 1956 | 36.6 | 879.6 |
| 13 | 1956 | 187.5 | 1,067.1 |
| 14 | 1956 | 872.8 | 1,939.9 |
| 15 | 1957 | 2.4 | 1,942.3 |
| 16 | 1958 | 24.0 | 1,966.3 |
| 17 | 1958 | 32.0 | 1,998.3 |
| 18 | 1958 | 145.3 | 2,143.6 |
| 19 | 1958 | 145.7 | 2,289.3 |
| 20 | 1959 | 33.6 | 2,322.9 |
| 21 | 1959 | 46.4 | 2,369.3 |
| 22 | 1960 | 4.5 | 2,373.8 |
| 23 | 1960 | 20.8 | 2,394.6 |
| 24 | 1960 | 49.4 | 2,444.0 |
| 25 | 1960 | 55.8 | 2,499.8 |
| 26 | 1961 | 9.8 | 2,509.6 |
| 27 | 1961 | 20.4 | 2,530.0 |
| 28 | 1962 | 19.7 | 2,549.7 |
| 29 | 1962 | 47.0 | 2,596.7 |
| 30 | 1962 | 196.7 | 2,793.4 |
| 31 | 1962 | 300.2 | 3,093.6 |
| 32 | 1963 | 148.7 | 3,242.3 |
| 33 | 1964 | 0.7 | 3,243.0 |
| 34 | 1964 | 6.0 | 3,249.0 |
| 35 | 1964 | 11.2 | 3,260.2 |
| 36 | 1964 | 37.3 | 3,297.5 |
| 37 | 1965 | 1.0 | 3,298.5 |
| 38 | 1965 | 2.0 | 3,300.5 |
| 39 | 1965 | 2.3 | 3,302.8 |
| 40 | 1965 | 65.7 | 3,368.5 |
| 41 | 1966 | 230.0 | 3,598.5 |
| 42 | 1967 | 0.7 | 3,599.2 |
| 43 | 1967 | 180.0 | 3,779.2 |
| 44 | 1967 | 313.7 | 4,092.9 |

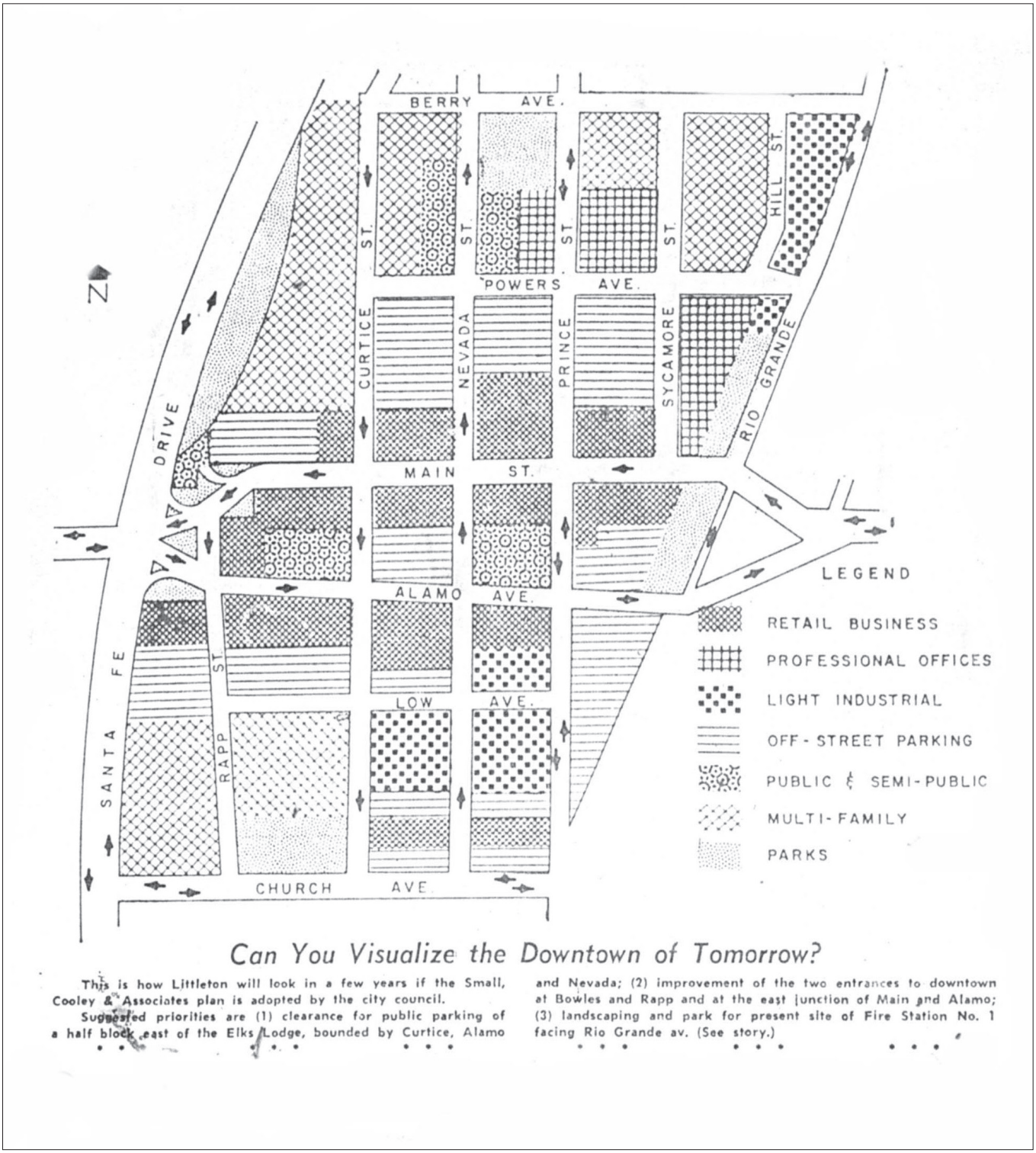
This chart lists forty-three individual annexations that increased the size of Littleton between 1949 and 1967. Littleton grew from 767.3 acres at its inception to 4,092.9 acres by the end of 1967. (See page 9.)

*Data provided by the Littleton Office of Community Development.*



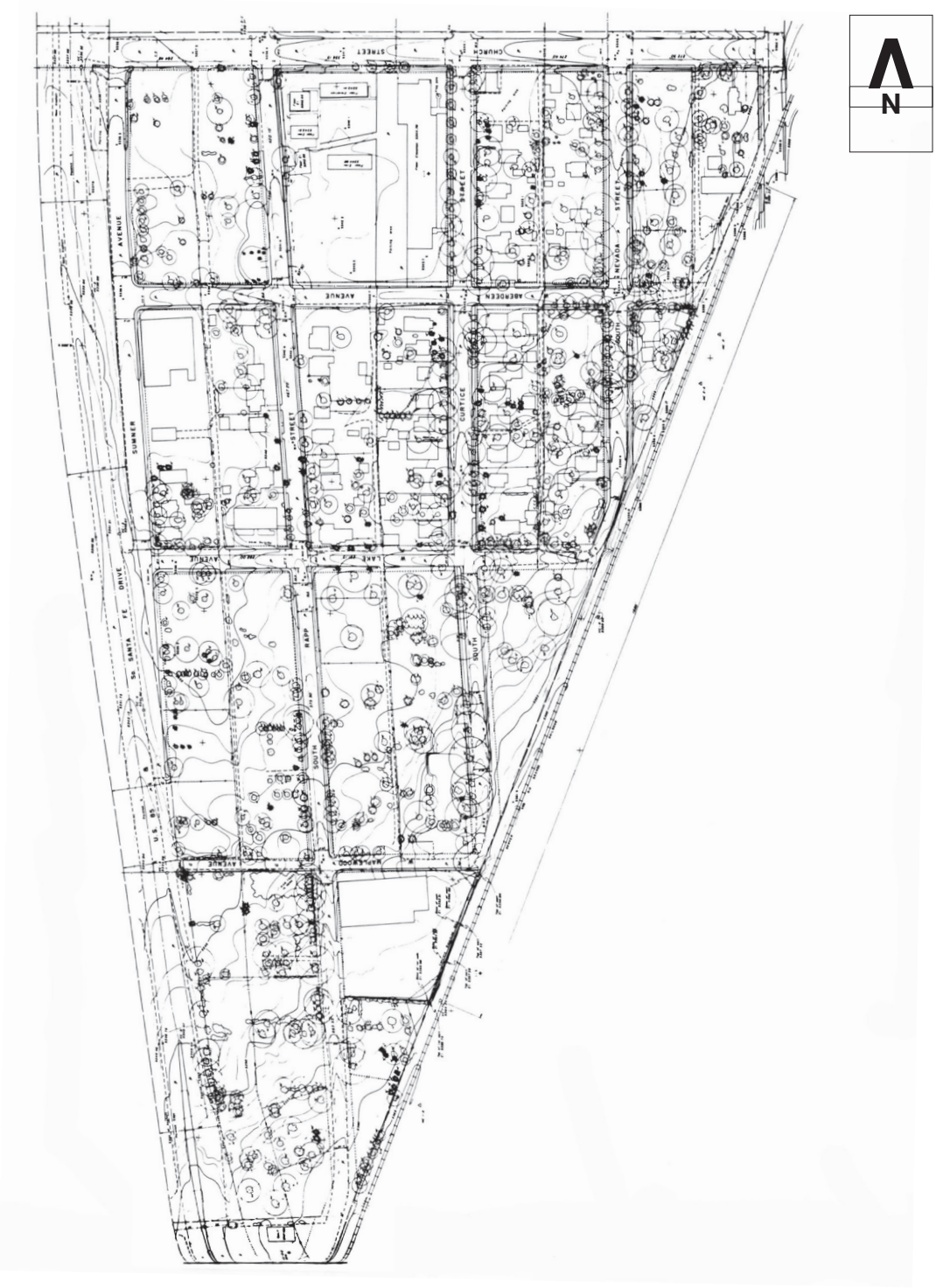

This map provides an overview of the original Littleton town boundaries in relation to the land annexed between 1949 and 1967. (See page 9.)

*Map prepared by Roger M. Peterson of the Littleton Office of Community Development.*




This Littleton "Downtown of Tomorrow" map was prepared by the firms of Small, Cooley and Associates and Black and Veatch for the Project 66 Corporation, formed to plan and undertake Main Street improvements. The map made general recommendations for downtown land use. (See page 50.)

*Map from July 13, 1967, page 6A, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*




Existing buildings and trees are shown on this map documenting the Arapahoe Junior College Urban Renewal site, a 41-acre triangular parcel just south of Littleton's Main Street. The 355 individuals living in the area's 147 dwelling units were relocated and the buildings demolished. (See page 31.)

*Map from the 1967* ***Arapahoe Junior College Master Plan*** *by Eugene D. Sternberg & Associates, page 65, collection of the author.*




Our Specialty...

**THE BEST GASOLINE IN TOWN**

and

**THE FASTEST SERVICE**

- specialized lubrication
- complete line of ATLAS® Tires, Batteries, Accessories
- road service

STANDARD

**Littleton Gasoline and Oil Co.**

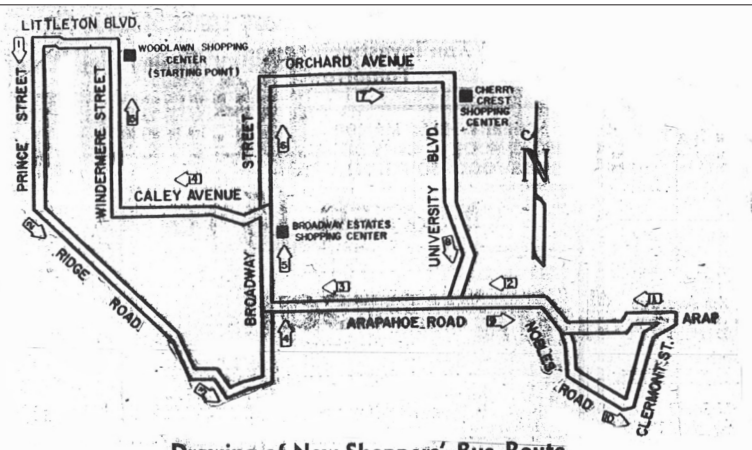
CLIFF FUNK & JOHN SCHREINER

THREE LOCATIONS:

NO. 1
So. of Littleton Library

NO. 2
Lit. Blvd. at Windermere

NO. 3
6475 S. Broadway




**Drawing of New Shoppers' Bus Route**

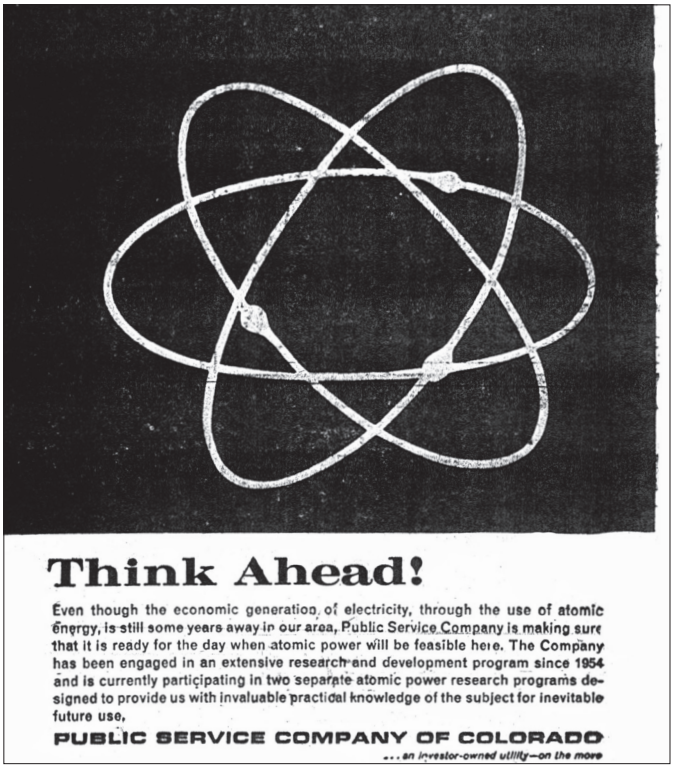
Save this drawing so that your family can use the new town bus. The shoppers' bus leaves the Woodlawn Shopping Center at 25 minutes before the hour mornings, starting at 6:35 a.m. and 20 minutes after the hour starting at 1:20 p.m. The bus runs Monday thru Saturday and the fare is 25¢. The bus will stop at any corner on signal.




**Clockwise from left**

Traveling the increased distances between the suburban home, work, and shopping made automobiles indispensable. (See page 16.) Mass transportation foundered during the period. A new bus for shoppers ended operations within a month for lack of ridership. (See page 17.) Air transportation was a major growth industry following World War II, spurred by the commercial airline industry. (See page 18.)

*Ad from July, 6, 1962, page 3A; map from March 20, 1964, page 6; and ad of June 4, 1965, page 7, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*



**Think Ahead!**

Even though the economic generation of electricity, through the use of atomic energy, is still some years away in our area, Public Service Company is making sure that it is ready for the day when atomic power will be feasible here. The Company has been engaged in an extensive research and development program since 1954 and is currently participating in two separate atomic power research programs designed to provide us with invaluable practical knowledge of the subject for inevitable future use.

**PUBLIC SERVICE COMPANY OF COLORADO**

*... an investor-owned utility—on the move*



**The cook's best friend is her kitchen phone!**

A kitchen extension phone brings your calls where you're cooking. Saves you time and steps. Up-and-out-of-the-way location conserves scarce counter space. Take your choice of colors: sunny yellow, white, beige or pink. To add the beauty and usefulness of a wall phone to your kitchen, just call our business office or ask your telephone serviceman.

**MOUNTAIN STATES TELEPHONE**

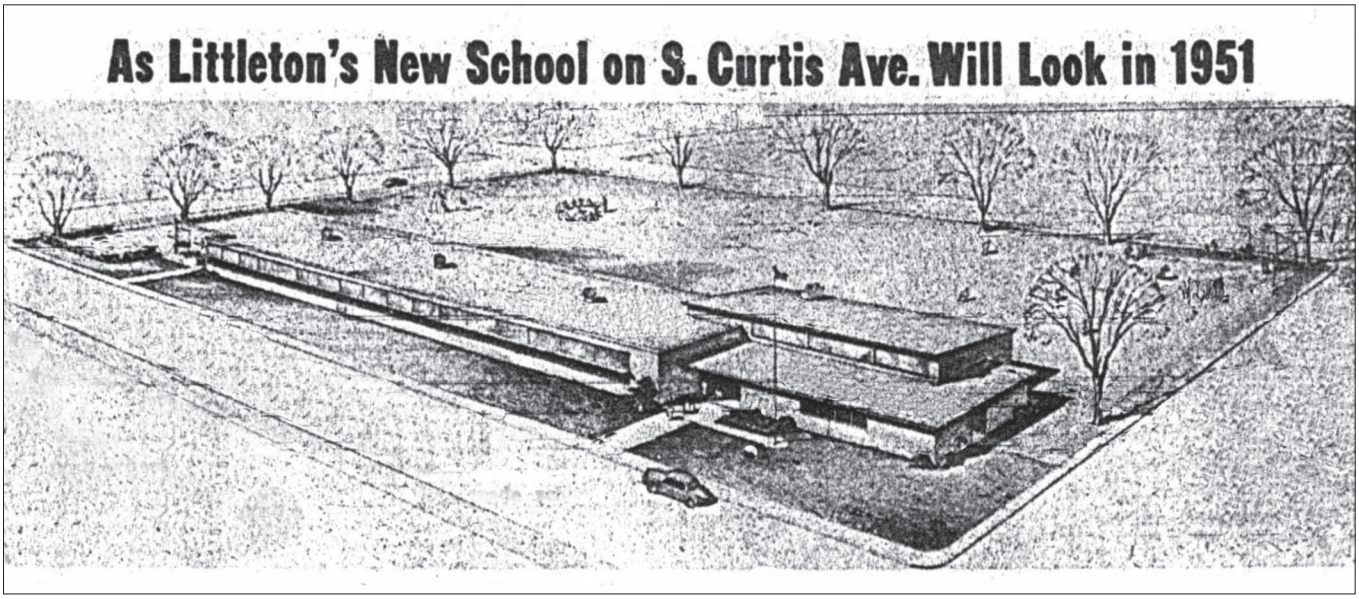


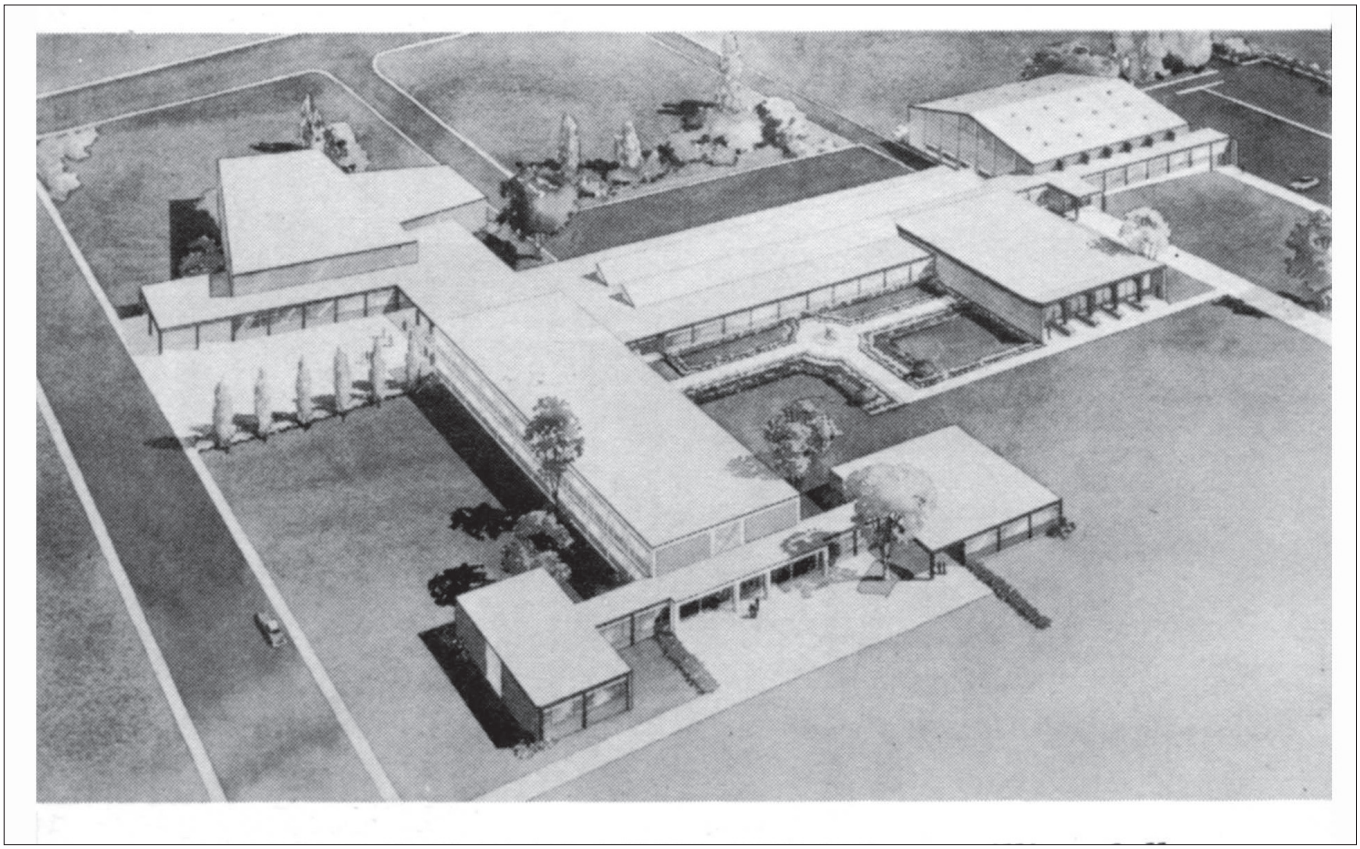
Mt. States Telephone building at 1699 W. Littleton blvd., enlarged in 1968. Stands west of First Presbyterian Church.

**Clockwise from upper left**

Nuclear power promised efficient energy production as well as potential destruction in the Cold War years. In 1965, the construction of the Fort St. Vrain nuclear power plant was announced. (See page 20.) Telephones became colorful, decorative accessories designed for use in different rooms throughout the home. Temple Buell's Mountain States Telephone Building facilitated the 1954 transition to rotary dial phones with a "Pyramid" exchange. In 1961, it was replaced by a ten digits to facilitate push button dialing, scheduled for 1964. (See page 18.)

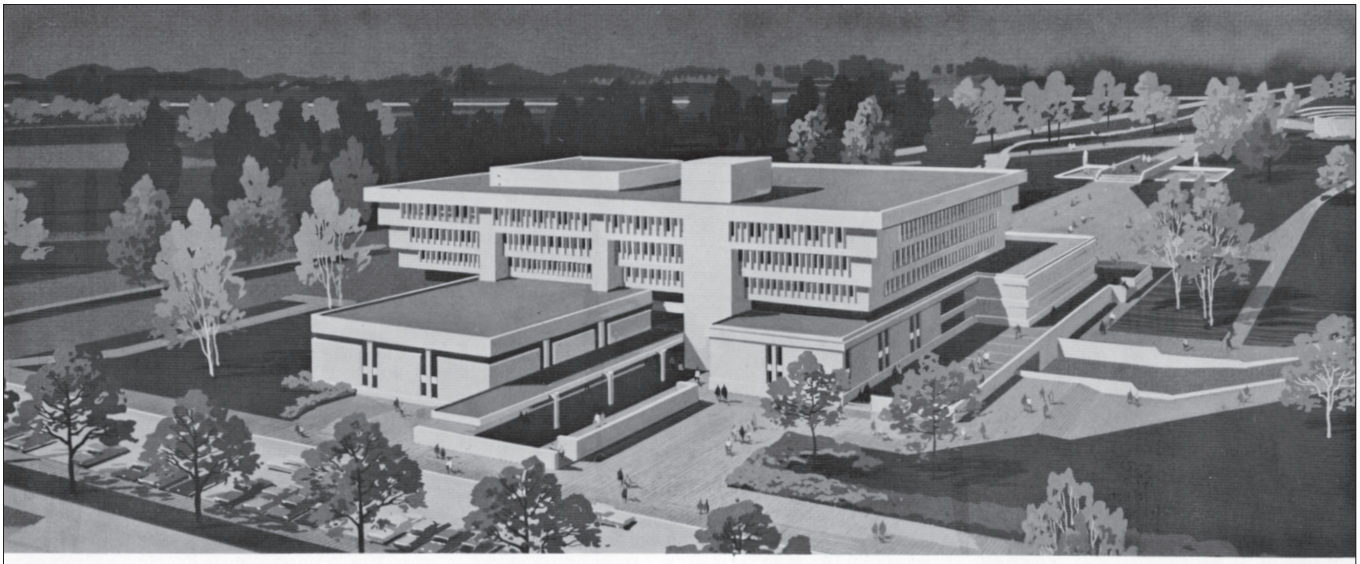
*Ad from February 1, 1963, page 4A, and ad from October 5, 1962, page 7A, of the **Littleton Independent**, Colorado Historical Society microfilm files. Rendering from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the **Littleton Independent** on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*



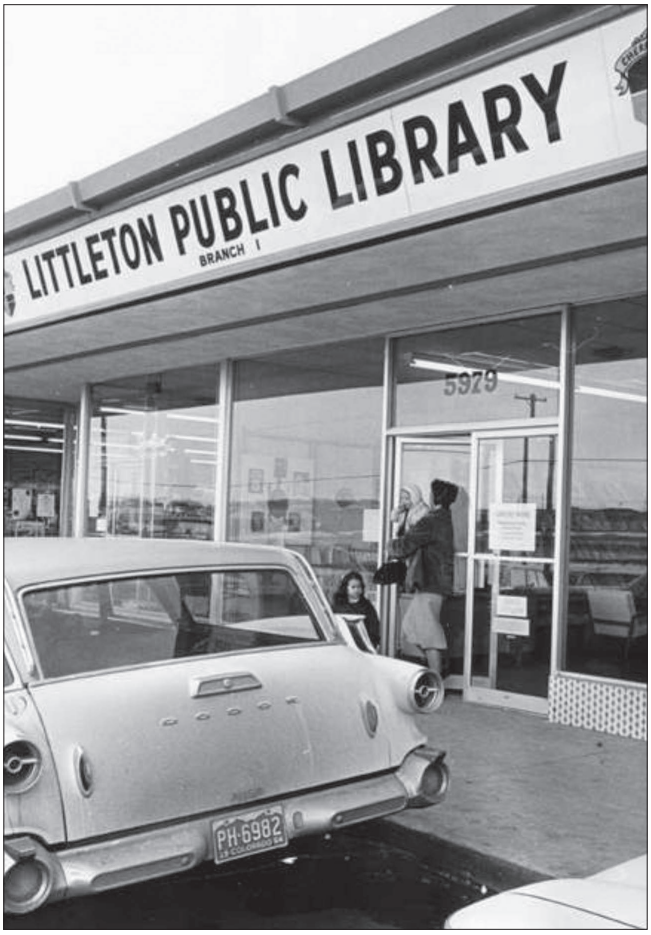



In 1949, 1,144 pupils were enrolled in the Littleton public schools including 124 new first graders, the first of the post-war "Baby Boom." By 1966, enrollment had grown to 14,000, of which 897 were new kindergartners. To accommodate the growth, an important group of regional architects designed eighteen new schools between 1949 and 1967. Above is West Elementary, by Denver architects Atchison and Kloverstrom, which now houses classrooms for Arapahoe Community College. Below is Littleton High School by Earl C. Morris. (See page 21.)

*Rendering above from March 24, 1950, page 6, of the* ***Littleton Independent****, Colorado Historical Society microfilm files. Rendering below from the 1959* ***Map and Street Guide*** *published annually by the Littleton Chamber of Commerce, collection of the author.*



Design for Arapahoe Junior College on 41-acre campus south of Church av., east of Santa Fe dr. Eugene Sternberg, architect.

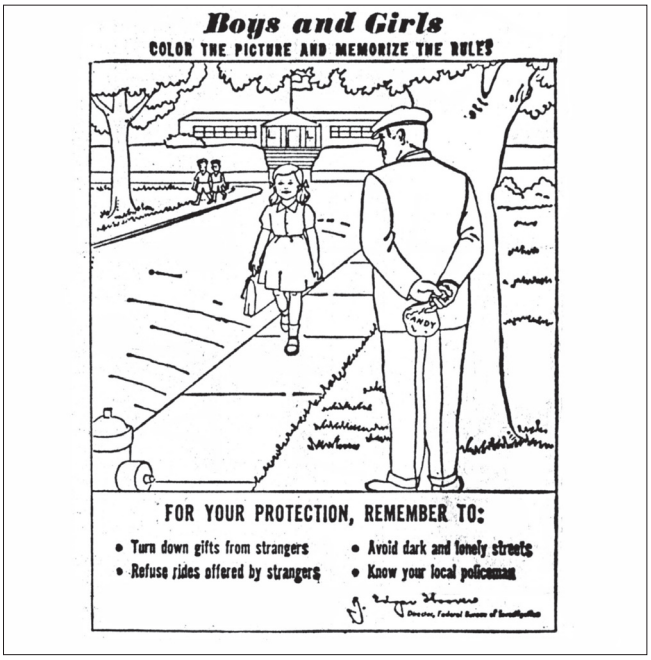


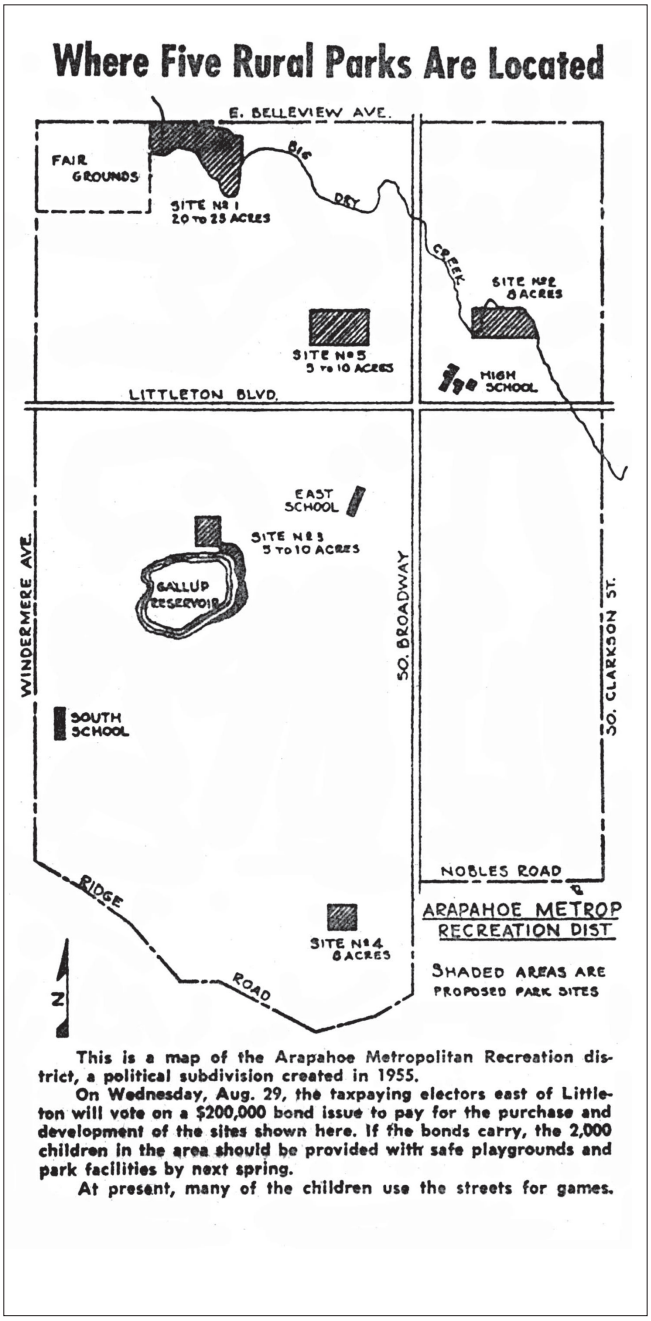

Above is the 1967 Arapahoe Junior College master plan by Eugene D. Sternberg and Associates. It recommended a one-building campus to take best advantage of the triangular site, to integrate the academic disciplines, and to effect economy of construction and operations. Vehicles were eliminated from the interior of the campus and parking designed speed 1,000 cars in and out of the lots. To integrate the college with the surrounding Littleton community, about fifty percent of the site was to be developed as a shared park. (See page 24.)

When the Carnegie Library at the west end of Main Street was overwhelmed by the city's growth, a branch library was opened at the Cherry Crest Shoppette on South University. In 1963, the City Council approved a contract with Eugene D. Sternberg for a new library design and announced that it would be named for Edwin Bemis, prominent citizen and *Independent* owner and publisher. (See page 24.)

*Rendering from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe. Photo of February 18, 1964, from the Western History Collection of the Denver Public Library.*



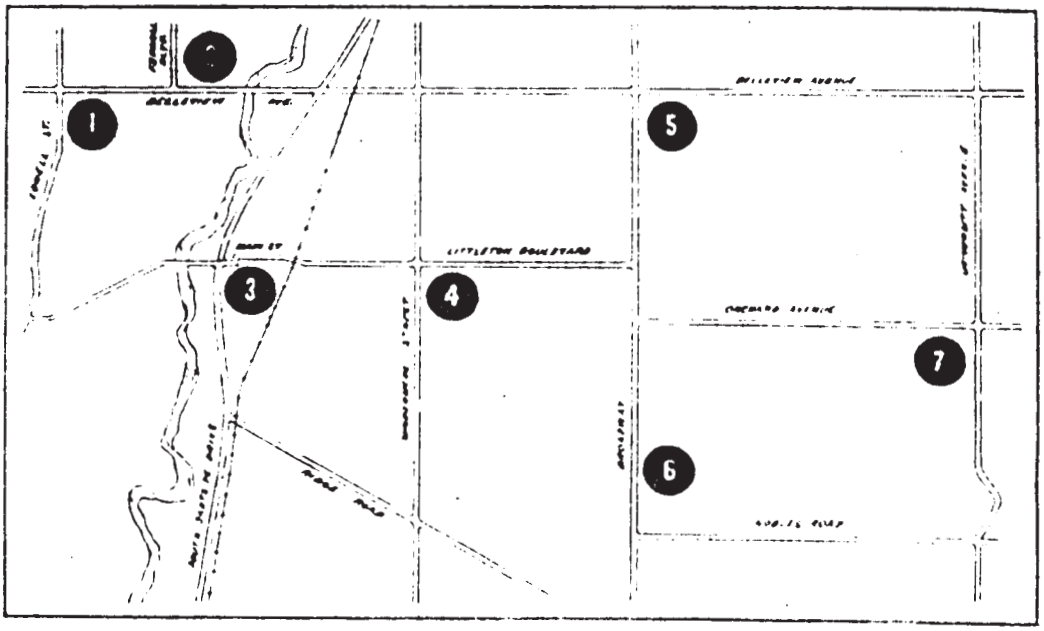

**Clockwise from upper left**

An increase in automobile and bike accidents near schools prompted the creation of public safety programs by the police department, and student safety and crossing-guard monitors at the schools. (See page 23.) The Arapahoe Metropolitan Recreation District was formed in 1955 to create parks for families then east of Littleton in the Brookridge Heights, Broadmoor, Crestview and Woodlawn subdivisions. In 1967, Littleton paid off the district's debt in trade for its four developed parks, by then annexed and located within the city limits. (See page 25.) Personal safety also became an increasingly important issue as thousands of children moved between home and school on foot. This public service message to children bears the facsimile signature of J. Edgar Hoover, Director of the Federal Bureau of Investigation. (See page 23.)

*Ad from April 19, 1963, page 8A; map of August 10, 1956, page 1; and public service message of October 26, 1962, page 4A, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

# Did You Know...

that the Littleton Area
has 7 conveniently located
shopping centers?




1. ARAPAHOE---Belleview and Lowell
2. CENTENNIAL---Belleview and Federal
3. DOWNTOWN---Main Street
4. WOODLAWN---Littleton blvd. & Windermere
5. BROOKRIDGE---Broadway and Belleview
6. BROADWAY ESTATES---6500 S. Broadway
7. CHERRY CREST---University and Orchard

**It Pays to Shop Where You Live**

*Over 650 business and professional firms*
*to serve you in the Greater Littleton Area*

Sponsored by the Littleton Chamber of Commerce and the Littleton Area Shopping Center Merchants Associations.

**Previous page**
This 1962 ad for the Littleton-area shopping centers appeared in the *Independent*. Downtown Main Street merchants now shared cooperative advertising with the shopping centers that destroyed their retail monopoly in the city.

*Map from February 16, 1962, page 8, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

## FROM MAIN STREET to SHOPPING MALL

Until the mid to late 19th century, retail stores were largely owned and operated by local merchants. Customers were served by clerks, or by the owner himself, who pulled merchandise from the shelves and measured, weighed, and wrapped items bought in bulk from wholesalers. Many shops sold only meat, or produce, or other individual or related product lines. Prices were often negotiable, added by hand or in a clerk's head. There was a direct relationship between the merchant and customer, on which personal lines of credit were often based.

The arrival of large chain and department stores transformed the face of retailing. Chain stores dated to 1859, the year that the Great Atlantic & Pacific Tea Company was formed in New York City. It was followed by others like Woolworth in 1879 and J. C. Penney in 1902. New York's 1862 Cast Iron Palace is commonly recognized as the first department store, where a huge variety of goods were offered under one roof. By the 1920s and 30s, such stores were common throughout the United States. Their corporate structure and capital resources produced economies of scale in purchasing and transportation. They were able to offer customers lower prices, which were fixed. Chain stores realized these same economies in the construction of the stores themselves. In both types of stores, the design of storefronts, store interiors, displays, products, packaging, and advertising all joined to aggressively promote sales. Cash registers began to total purchases mechanically. The personal relationship between the store owner and customer was severed, but store charge accounts, installment buying, and small loans increased, sometimes provided by independent finance companies. This wide availability of credit democratized retail shopping and facilitated the mass consumption of mass produced goods.

These retail developments all worked to create a basic change in American spending habits. A nation founded on rural values of work, thrift, and frugality was transformed into a nation of consumer capitalism driven by an endless desire for comfort, spending, and acquisition. This complex transformation is well-documented in William Leach's 1993 book, *Land of Desire; Merchants, Power, and the Rise of a New American Culture*.

In the post-war years, new forces transformed the nation's retail environment still further. The country's population was exploding, with much of the new growth taking place in the burgeoning suburbs. War-time rationing and restrictions on home front production were over. A huge national industrial complex, created to defeat the enemy in World War II, now turned its sights on the consumer marketplace. J. Gordon Lippincott, a pioneer design consultant of the time, defined the key to post-war retailing in his 1947 book *Design for Business*. In a chapter entitled, "Obsolescence – the Keynote of a New Prosperity," he wrote, "The prime job... is the breaking down of new sales resistance to accelerate the flow of goods... This is chiefly mental conditioning – largely a job of convincing the consumer that he needs a new product before his old one is worn out. It is a case of bucking age-old habits of thrift..." This conditioning, Lippincott went on to say, was accomplished by creating "style obsolescence," or constantly introducing new and redesigned products packaged and promoted to stimulate consumer appetite for continual change.

The retail expansion that sold the resulting flood of post-war goods was dominated by chain stores. An increase in individually packaged products streamlined transportation, reduced theft, lowered breakage, simplified product display, and defined and promoted brand identity. To lower overhead costs, self-service cash-and-carry stores provided shoppers with carts or baskets to select their own products from the shelves and pay specialized cashiers. Store floor plans, shelving, lighting, and displays were redesigned to promote sales. New technology brought automatic doors, expanded refrigeration, and streamlined checkout systems. Shopping hours were expanded to meet customer needs. Bank-issued credit cards were introduced.

Chain stores, previously located within historic shopping districts, began to choose suburban locations closer to the new areas of greatest population growth. They joined with other chain stores to anchor new "shopping centers." To accommodate the ever-increasing quantity and variety of products, they constructed huge new stores surrounded by large paved lots that provided free parking.

The store buildings themselves became a major merchandising tool, "90 per cent a problem

of merchandising and mass production and only 10 per cent a problem of architecture," according to Lippincott. Previously designed by local architects, retail stores, gas stations, and restaurants were now largely designed by the store chains themselves. The same design was used regionally or nationally to clearly define and promote store identity, stimulating customer loyalty. Frequent additions, renovations, and even replacement kept store exteriors and interiors as up-to-date as the constantly restyled consumer products sold within.

Chain stores commanded an increasing share of the retail market and all but the most specialized of the individually owned local stores began to disappear. Suburban retailing, first shopping centers and then even larger indoor shopping malls, began to supplant the now old-fashioned retail districts of small towns and major cities. These new private shopping areas increasingly became the center of social and civic activities that previously took place in the public sphere, creating broad, long-term implications for civic life.

In 1960, Vance Packard critiqued this post-war production and retailing philosophy in his book, *The Waste Makers:* "... America's foremost social critic exposes the systematic attempt of business to make us wasteful, debt-ridden, permanently discontented individuals. And all under the pretense of 'keeping America strong.' [He] clearly analyzes the nine strategies of 'consumerism' – consumption for consumption's sake – and shows how this new Mammon drains our pocketbooks, undermines our children and threatens our future – as individuals and as a nation."

## Littleton Retail Prior to 1949

Historically, Littleton's retail stores and services were located on Main Street. They were individually owned, serving the town and the surrounding farmers and ranchers who came to stock up on foodstuffs and supplies. Early Main Street stores included the R. W. English Lumber Company, Abbott Drug, Swanson's Jewelry, Jull's Hardware, C. K. Coleman Hardware, Kalinowski Bakery, and Lemcke Market. In the 1920s, I. W. Hunt opened the first major auto dealership and chain stores, including Piggly Wiggly, Safeway, and J. C. Penney made their appearance, all located on Main Street.

In the years immediately following the war, retail growth was still slowed by wartime rationing and restrictions. In 1948, the *Independent* announced, "Boom In Building Leaves Main St. Nearly Untouched," and reported that with the exception of the Valley Feed and Supply store, built in 1940, Main Street appeared virtually the same as it had in 1938.

## Commercial Growth 1949 to 1967

### Main Street

Even by 1951, little growth appeared on Littleton's Main Street. A detailed article in the *Independent* provided a snapshot of Main Street businesses: "There are... at least 18 places where one can buy food in one form or another including five grocery stores, seven taverns and cafes, two creameries, one bakery, one locker plant and two drug stores... There are now four dry goods stores. There were five until recently when one shop went bankrupt. There are only two car dealers on the street but they, as chance would have it, are situated right next to each other... The largest business in a ground space on the street is the Red Comet fire extinguisher plant while the smallest is the A.A. Hentzel realty office at 130 W. Main. Right now there are six vacant building properties on Main street but two of them will be filled shortly. The largest of these properties without an occupant is the old Dodge-Plymouth garage on the north side at 232-236 W. Main. One big construction job is going on in one of the vacant areas where the Littleton 5c to $1 store was located before it was destroyed by fire this spring. A new variety store is scheduled to open there. The other property to be filled is the Western Corral site on E. Main between Prince and Harrison into which Henri Grusin will move his jewelry store soon."

The post-war increase in automobiles was the first harbinger of change. As early as 1947, the shortage of downtown parking was a major issue. Businessmen, merchants, and their employees often ignored a two-hour parking limit, reducing the number of spaces available to shoppers. Working with the Dual Parking Meter Company of Canton, Ohio, the Town Board undertook a trial program to test the feasibility of bringing parking meters to Main Street Littleton. The Board hoped to limit parking to short intervals, increasing turnover to serve more shoppers. Under the trial program, Dual and the city would share meter revenue on a 50-50 basis. The charges would be twelve minutes for

one cent up to five cents for an hour. A total of 140 meters were ordered and installed. They provoked an immediate outcry, challenged by merchants, shoppers, and visitors alike. After a contentious year-long trial period, the meter issue was put on the ballot. The parking meters, along with Mayor Babcock, were resoundingly defeated. The meters were removed and two-hour parking restored.

Still, Main Street's parking problems remained unresolved. A 1949 *Independent* editorial said "America is getting so blamed wealthy that there just isn't any place to park all its cars anymore. The problem is even creeping up on a town like Littleton, which is adding extra cars at the rate of more than two a week. Last summer there were 1,236 vehicles in the town limits. Now there are 1,351. With only 90 parking places on Main st., this may mean a return to parking meters unless the motoring public abides by the current two-hour parking limit." By 1954, there were 1,984 autos and Arapahoe County led the metropolitan suburbs in the purchase of cars. In 1955, it was reported that 153 miles of curb space would be needed to park the County's 40,473 vehicles.

That same year, construction was underway on a new ten-acre project that would end Main Street's historic retail monopoly in Littleton — the Woodlawn Shopping Center. Abundant free parking was a key element in its success.

**Woodlawn Shopping Center**

The Woodlawn subdivision, developed by a powerful partnership of Littleton businessmen, was one of the largest single housing projects of the period. In 1952, the developers announced that they would provide the neighborhood with a new Safeway store and ten smaller shops on West Littleton Boulevard. Construction was to begin in the spring of 1953, but land acquisition slowed the process. Still, the shopping center continued to grow on the drawing board; by 1954, an additional 29 stores were planned to join Safeway, including J. C. Penney and Woolworth. The design of the new shopping center presented a marked contrast to Littleton's old-fashioned Main Street. It had large modern stores amid a sea of free private parking — 162 spaces for Safeway and over 600 spaces to accommodate customers of the other shops.

While the city equivocated over the annexation of residential subdivisions (the Woodlawn subdivision itself had not yet been annexed), it did not hesitate when it came to the Woodlawn Shopping Center. In December of 1954, the city denied the project Littleton water unless it agreed to annexation. The city's position was unequivocal: "You're in competition with the rest of the town businesses and we feel you should be in the town and share expenses." The developers attempted an end run by virtue of a 2" water tap bought by a previous property owner for irrigation, but were informed that any change of use would still require a new permit.

The following week, the developers of the shopping center ran two large display ads in the *Independent* publicly denouncing the decision of the Town Board. The ads argued against the premise that they would reduce Main Street trade: "Contrary to the statement of the Littleton Town Council, The Woodlawn Shopping Center hopes to join with the Main Street merchants in keeping trade in the Littleton area. Market surveys by our prospective tenants indicate that this area is inadequately served, and that a too large percentage of the trade is going to Englewood and Denver. If we did not believe this we would not build a shopping center. We propose to augment the existing facilities, offer employment, and supply needed services to this area." At the same time, however, the ads pitted the interests of new Littleton-area home owners in unincorporated subdivisions against the town's residents and ended with a slap at Main Street's inadequate shopper parking: "Littleton Town Council admits that it only wants to annex us for our taxes. These taxes would only benefit the citizens, within the town boundaries, not the new people whom we will serve. We don't like this threat. It is feared that if we are annexed every effort will be made to make our modern progressive enterprise finance the shortsightedness of the Town in failing to provide the parking areas so badly needed."

A compromise was quickly reached. The following week, the *Independent* reported: "Safeway's letter of request for annexation came promptly after the town announced it would deny water to the Woodlawn Shopping Center so long as it remains beyond town limits." Safeway and its off-street parking lot, a requirement of the town's new C-1A zoning, were annexed on March 1, 1955. The balance of the shopping center was annexed along with the larger Woodlawn residential subdivision on December 26, 1956.

Safeway opened in August of 1955, designed by Paul Rader, a former Littleton High School student. It was International Style in design, built by prominent Littleton contractor F. A. Heckend-

orf of stuccoed concrete block. The sales floor was 9,707 square feet, three times the size of the Main Street store. Safeway anticipated twice the trade, or 25,000 to 30,000 shoppers a week. According to the store's division manager "It will represent the most modern ideas of grocery store construction, and I am sure Littleton people will be proud of it." Store innovations included heat resistant Solex plate glass, a "Magic Carpet" front door that automatically opened for customers, and cash registers that not only totalled the bill but reduced cashier error by calculating the change due the customer. The six check stands had rotary tables on which customers placed their purchases. A lever activated by the checker brought customer purchases to the register. In 1966, the 1955 Safeway store was deemed obsolete. It's replacement was constructed behind it, and it was then demolished. The new design was used regionally by Safeway, and visually defined the store identity's to a generation of Colorado shoppers.

Safeway was joined by J. C. Penney on September 6th of the following year. It stocked six times as much merchandise as the Main Street store and expected to produce seven times that store's volume. It was completely air conditioned. The manager related: "... the new Penney's store will be beyond comparison with the present store at 118 E Main st, and... Penney's expansion is as inevitable as the expansion of Littleton." A group of smaller independent and chain stores also appeared at Woodlawn: Republic Drug, Young World children's clothing, John Wallace Shoes, Dads and Lads men's store, Fashion Center, Sterling Hardware, the Lazy Susan, Woolworth, Woodlawn Produce, Warfield Radio and TV, Gigantic Cleaners, Columbine Finance, Allen's Ice Milk, Lowdermilk Bakery, Castle Furniture, Woodlawn Flowers, and a beauty shop. A formal Woodlawn Shopping Center grand opening was held on May 12, 1956. The gala premiere of the 800-seat Fox Woodlawn Movie Theater followed in June of 1957. The success of Woodlawn Shopping Center drew other individual retail, service businesses, and banks to group around its location. Woodlawn itself continued to expand, including the addition of a group of shops east of Datura called Woodlawn Plaza, completed in 1964.

A Woodlawn Merchants Association aggressively marketed the new shopping center with free turkeys at Thanksgiving, circus ticket giveaways to kids, and, in one weekend in 1959, a giveaway of four automobiles. The new movie theater planned "special shows for kiddies." Some events previously held on city streets or community property now took place on Woodlawn's private parking lot, such as a Halloween costume parade and a "School's Out" celebration featuring stage rides and "gunslinging." In 1949, Santa arrived in downtown Littleton by train. In 1960, Santa arrived at Woodlawn Shopping Center by helicopter.

A 1955 battle over a liquor license for the Republic Drug Store dramatized the competition between Main Street and Woodlawn. After the permit application was filed, community ministers who had successfully restricted tavern licenses on Santa Fe began a campaign to deny the sale of hard liquor in Woodlawn. An acrimonious battle ensued during which an ally of the developers testified: "The Woodlawn Shopping center is being built on the premise that population growth merits a complete retail community, where people can attend to all their shopping errands. Among these is the purchase of packaged liquor. Refusal to permit this sale would seem like economic discrimination in favor of a monopoly by the Littleton Main Street merchants and their friends... In this country, church and state are separate entities and the issuing of liquor licenses is a legal matter, not religious. The churchmen are unwittingly joining with the forces who wish to keep liquor sales in the downtown area." Still, the application was rejected. In 1957, after two more bids for new licenses were refused, a request by Main Street Liquor to transfer their license to Woodlawn was approved.

With the addition of the movie theater, the *Independent* had reported that the merchants of the Woodlawn Shopping Center could now "... provide residents of their area a more complete community headquarters." Woodlawn quickly became a social center for the new suburban community in much the same way that residents had previously gathered and socialized on the sidewalks of Main Street.

**Main Street After Woodlawn**

Although it was originally announced that the fate of their downtown stores was uncertain, Safeway and J. C. Penney abandoned their Main Street stores immediately after they opened at Woodlawn, leaving months to run on their leases.

Though the Safeway location was almost immediately leased by The Jim Dandy, a regional grocery chain, and a Montgomery Wards catalog store finally located in the former Penney's store, the Main Street merchants saw the writing on the wall. Unless Main Street could hold onto its customers and successfully compete against the variety, pric-

ing, and ample free parking of the new shopping centers, their revenues would sink.

Main Street merchants worked feverishly to plan their own marketing promotions, offering special sales and more flexible store hours. Individual building owners undertook "face lifts" for their storefronts. Celebrations were organized downtown for the holidays and other events. Parking was an ongoing question and the Chamber of Commerce even suggested turning Rio Grande Park into a 300-car parking lot in 1956, a plan complicated by the city's lease with the railroad, which specified that the land be used for park purposes only. The Chamber also organized a steady stream of professional retail advisors, realtors, and planners who recommended other ways to create off-street parking and improve the old-fashioned and suddenly outdated streetscape of Main Street.

Some suggested the "modernization" of older shop fronts, like the new Perma-Stone product applied to the exteriors of four stores in 1949, or the 1957 remodeling of the entire 300 block of Main Street with Perma-Stone and red sandstone. In 1955, it was suggested that all Main Street buildings be painted the same color, and that a continuous shed-roof awning with no signage above be installed to create a streetscape with a fresh modern look. In 1957, it was proposed that the Main Street merchants adopt a shared, Western-themed face lift to unite the facades of disparate storefronts and draw shoppers. All of these plans recognized that the visual appeal of the new shopping centers was based on a cohesive modern appearance and attempted to disguise the age and diversity of the downtown buildings.

Two other Main Street modernization plans were more comprehensive. The first was an innovative 1955 plan by Eugene D. Sternberg to transform Main Street into a mall similar to Temple Buell's Cherry Creek Shopping Center. Sternberg estimated that the plan would increase trade by 100 percent. Its principal features included an overpass connecting Littleton Boulevard with Alamo Street to eliminate the railroad crossing at grade, altering store fronts with modern design in new materials, and demolishing run-down buildings behind Main Street to create new parking areas. As this would draw customer attention to the back of store buildings, Sternberg also suggested improving the appearance of the rear elevations. The *Independent* said "Most startling aspect of the plan is the tearing out of Main st. concrete between the two sidewalks and replacing it with lawns, flower beds, trees, and shrubs. Canopies would extend over part of the sidewalks and north and south at intervals between the two sides of the street. Occasionally, an open arcade should appear between two buildings so as to permit shoppers to stroll from the parking in the rear to the Main st. mall..."

Sternberg and his University of Denver planning students had originally suggested converting Main Street to a landscaped mall as part of a 1951 *Independent*-sponsored planning presentation. Though this idea became an almost ubiquitous attempt to revitalize older shopping districts supplanted by new suburban shopping centers, most were initiated in the 1970s after downtown storefronts had already been dark for decades. Whether Sternberg's early, unrealized proposal might have succeeded if implemented before Littleton shoppers had completely transferred their customer loyalties from Main Street to the suburban Woodlawn Shopping Center remains unknown. Two major success stories for this type of pedestrian downtown are located in Colorado – the 16th Street Mall in downtown Denver and the Pearl Street Mall in Boulder Others, including Greeley's, have failed.

A second major Main Street modernization concept was even more radical. A 1957 *Independent* article written by architect Joseph Marlow appeared to show his support for an imaginative plan to improve on the existing Main Street. In 1958, however, a rendering in the paper pictured a "long-range plan" by he and Louise Marlow, his wife and fellow-architect, in which the entire area from High to Alamo Streets and from Rapp to Rio Grande Avenues had been demolished and replaced by a multi-use complex that combined landscaping with a scattered arrangement of one- to six-story International Style buildings and a dramatic, Expressionist style building with a large sculptural roof-form.

Various ideas were suggested to finance these sweeping Main Street changes. Sternberg estimated the cost of his plan at $680,000, or $25 monthly for an average store over a ten-year period. He recommended the formation of a Downtown Littleton Improvement District to manage the transformation. Marlow embraced the idea of securing federal urban renewal funds for his plan, saying: "Urban renewal laws require that at least 55% of the area to be rehabilitated is residential. It is possible that the downtown area and its surrounding homes could come under this ruling." Bond issues were also suggested.

Still, no action was taken. One frustrated Main Street owner announced at a Chamber of Commerce Meeting: "...downtown property owners can do one of three things: 1. Spend some money. 2. Lower their prices and sell out to someone who will develop the Main st. area as a unit. 3. Do nothing and ride the values down."

Throughout the 1960s, the city and state tinkered with downtown traffic management. "Scramble" lights were adopted at six Main Street intersections. Known as the "Barnes Dance" in Denver, where the idea was implemented by traffic engineer Henry Barnes, all auto traffic is stopped to allow pedestrians to cross intersections in every direction at once. Within months, the plan was discontinued. The state proposed "No Parking" one-way streets downtown. Plans to increase parking continued despite a survey that showed that 23% of existing parking was unused during the course of a day.

In 1962, the Downtown Merchants Association and the Littleton Chamber of Commerce again studied plans for a Main Street modernization. The resulting 1963 incorporation of Littleton Project 66, Inc., was the result. City funds, a city-secured federal grant, and funds from the sale of 99,000 shares in the Project 66 Development Corporation were to jointly fund a economic base study by Small, Cooley and Associates and a design plan by the firm of Black and Veatch (see page 34).

Finally, in 1965, the project that ultimately created the larger environment in which downtown survives today was initiated – the 1965-1974 Arapahoe Junior College. A heading in the project's master plan proposal clearly revealed its objective: "Community Renewal Through Education." The proposal succinctly summarized downtown's postwar history: "For a number of years, the residents and merchants of the original downtown Littleton area, focused on Main Street, were aware that this part of town was deteriorating in comparison with the newer and more attractive parts. It was beginning to appear run-down and shabby, while the major shopping volume was being siphoned off by newer shopping centers with less crowded parking facilities and a greater variety of merchandise from which to choose. The public [East] elementary school located in this downtown area was suffering from a 40% vacancy rate, and a parochial school [St. Mary's] located in the same area announced its plans for the eventual vacating of its buildings. There were also persistent reports that the Martin Company, which had occupied extensive facilities in the area, would soon abandon its buildings. It was felt by many merchants in this downtown area, as well as by the Littleton City Council, that the location of the new Junior College in a site adjacent to the downtown area would be highly beneficial both to the college and to the core area of Littleton. The Littleton Urban Renewal Authority therefore was formally created."

The selected urban renewal site, a 41-acre triangular site just south of Main Street (see map, page 35), was one of twenty-three possible locations considered for the college. As discussions on site selection began, Mayor Tom Heaton declared "The downtown area is important to the city. The junior college should be located in this area... Ultimately, there will be a thousand students in the college and they will need services like cafes, cleaners, bookstores and other places." Twenty-three Main Street business and property owners immediately pledged a total $21,150 to help pay the required $570,539 city match for $1,802,000 in federal urban renewal funds. Non-cash credits for nearby improvements like the new library, remodeled police station, and proposed new fire headquarters reduced the actual cash required for the city match.

When the college board sought assurances that the downtown area would be improved if the site was chosen, Main Street finally undertook a shared improvement plan. The *Independent* provided a glowing description of the project: "People have been talking about developing Main st. for so many years that it has become a rather wry joke. Now a plan has been introduced which can transform the talk into reality. The city, merchants and property owners are teaming up to give a new image to the heart of the community, using soaring concrete "umbrellas" and tall shade trees... "

Arapahoe Junior College ultimately selected the Littleton urban renewal site, citing its central location in relation to the high schools it intended to serve, its access to major highways and bus routes, its mountain views, mature trees, and proximity to the proposed Platte River Development Plan. The final factor was the presence of ten buildings that could serve as the college's temporary location until new facilities were constructed. This included the 1949 East Elementary School. Approximately 100 homes and business buildings were demolished.

Physically, Main Street itself remained largely unchanged between 1949 and 1967. A few new buildings appeared, but simple exterior renovation plans undertaken by individual owners and limited

demolition for off-street parking predominated. The only major cooperative improvement was the addition of the trees and concrete umbrellas, which were publicly ridiculed and subsequently demolished. This inactivity, the cause of much frustration during the period, resulted in "one of the best-preserved original Western main streets," now protected by designation as a Littleton Historic District.

**Other Shopping Centers**

With the addition of the Woodlawn Shopping Center, Littleton's retail sales skyrocketed. In 1951, the *Independent* reported $100,000 in weekly revenue for Littleton retail, a yearly total of $5.2 million. In 1960, annual sales exceeded $45 million. Shoppers quickly threatened to overwhelm both downtown and the Woodlawn Shopping Center. In 1957, Frank Flesher's new "Commerce Comment" column in the *Independent* reported "It is pleasant to note that the streets are jammed with cars for downtown merchants, and the parking area is filled to overflowing for Woodlawn merchants, at the heavy shopping hours each day." Due to the crowded parking conditions, Woodlawn very quickly began to fear the same increasing competition that it had once presented to Main Street retailers. When a new shopping center plan was presented for the northeast corner of Belleview and Federal, Woodlawn merchants joined with Littleton's Downtown Property Owners Association to oppose further shopping centers within a mile of the city limits until more houses were built to support them.

In fact, even before Woodlawn's grand opening, it had already been joined by the 1954 Brookridge Shopping Center at the southeast corner of Belleview and Broadway. By 1962, the Arapahoe Shopping Center at Belleview and Lowell, the Centennial Shopping Center at Belleview and Federal, Broadway Estates, at 6500 S. Broadway, and the Cherry Crest Shoppette at University and Orchard were all operating within the greater Littleton area. Most of these new malls followed the Woodlawn formula, with large grocery stores anchoring a group of smaller variety stores, drug stores, barber shops, beauty shops, and dry cleaners. Each store had separate entrances and shoppers moved between them on outdoor sidewalks sheltered by overhead canopies. All offered increasingly large free parking lots. The more modest Cherry Crest Shoppette was a strip mall.

As time went on, new shopping centers searched for different ways to distinguish themselves and lure shoppers away from their predecessors. The Wagenblast shopping center, planned for the northeast corner of South Broadway and Littleton Boulevard, was a $1 million, two-level shopping center modeled on a Dallas project. The "modernistic center" was to feature a 20,000 square foot Furr Foods store and a 24-lane bowling alley. The parking lot would accommodate 900 cars. To create a family-friendly environment and attract women with young children, one of the development's investors announced, "We want to have a nursery where mothers can leave children in the daytime, meeting rooms, and a fountain and grill in addition to the lanes."

Individual shopping centers continued competitive promotions. In 1960, Brookridge had a large boat show in their parking lot and the Piggly Wiggly gave away free coffee and cookies. Some stores began to offer "S&H Green Stamps," which shoppers received for store purchases and pasted into books to be exchanged for product rewards at redemption centers. Then, as regional competition increased still further, Littleton-area shopping centers jointly opposed a proposed 4% sales tax and began to cooperatively advertise and hold promotional events. In 1961, "Old Fashioned Bargain Days " brought the Horseless Carriage Club of Denver to Littleton. The *Independent* reported, "A half dozen cars will be placed downtown, and at Woodlawn, Brookridge, Centennial and Broadway Estates Shopping Centers... The business promotion committee of the Chamber has made all the arrangements." A 1967 ad for the area's first all-pupose bank credit card also served as shared promotion, listing each retail store that accepted the new cards.

New competition arose from large chain department stores such as the Sel-Low Store and the 1961 Gem Store, a 115,000 sq. ft. department store with 30 separate departments including furniture, appliances, housewares, jewelry, sporting goods, clothing for men, women, children and infants, lawn and garden supplies, groceries, auto accessories, prescription drugs, toys, luggage, phonograph records, cameras, juvenile furniture and many others." Gem required shoppers to be members, who were restricted to "employes of federal, state and municipal governmental agencies; educational, religious and non-profit institutions, firms doing a substantial amount of work under government contract and other similar agencies... " Membership included 100,000 Denver-area families. A precursor of today's Sam's Club and Costco, these stores

completed with the first era of suburban shopping centers from the 1950s.

Shopping centers themselves evolved into increasing large and complex facilities. In 1963, preliminary plans were presented for the 50-acre Southglenn Shopping Center at the southwest corner of Arapahoe Road and University Boulevard. The parking lot was divided into sections bordered by landscaping. The main building complex, at the center of the lot, was arranged around two courtyard settings, one with planters, benches, coffee shop, and fountain; the other with a flag display and children's playgound area. It was anchored by two major department stores with three stories of 60,000 sq. ft. each, a drugstore, variety store and two supermarkets. Two service stations, a donut shop, liquor store, dry cleaners and restaurant anchored one corner. In 1964, King Soopers' "Million-Dollar Center" opened at the southwest corner of South Broadway and East Littleton Boulevard. Orchard Plaza opened on the east side of University just across the street from the Cherry Crest Shoppette. Just north of Littleton in Englewood, a K-Mart opened on South Broadway in 1965.

In March of 1968, retailers of the entire region were shaken by the grand opening of Englewood's mammoth Cinderella City Shopping Center. Conceptualized as early as 1950, it contained 1.35 million square feet of enclosed shopping space on three levels with 250 stores, services, restaurants, and a 600-seat theater. It was the apotheosis of postwar retailing, and for a time held the distinction of being the largest covered shopping center west of the Mississippi.

**Other Commercial Districts**

***South Santa Fe Drive***

In addition to Main Street and Littleton Boulevard, where the Woodlawn Shopping Center was central to a much larger commercial district, U.S. 85 or South Santa Fe Drive served as a center for food, drink, and lodging services for visitors and tourists. Running roughly parallel with the South Platte River and providing scenic views of the Rocky Mountains to the west, Santa Fe Drive was originally the location of a number of early tourist cabins and camps for visitors traveling by automobile. It also included wholesale carnation growers, a modern International Harvester sales room and repair shop of 1948, and large operations like lumber yards.

The South Santa Fe Businessmen's Association was formed to promote the shared interests of area merchants, including signage to lure traffic volume back from the recently completed Valley Highway to the east. Members included Colonel King C. and Evelyn Hudson of the 1942 Country Kitchen, a popular and well-known smorgasbord, Guy Limbaugh of the Shangri-La Motel, R. C. Hoffman of the Royal Motel, Lou Casazza of the Colorful Motel, and Clarence E. Payne of the Hi-Ho Motel. In 1949, finding that billboards blocked mountain views and offended visitors, Santa Fe merchants began to battle billboard firms and advertisers, culminating in city council's approval of a new sign ordinance banning them in 1957.

Some of Santa Fe's tourist activity was sparked by the presence of the Arapahoe County Fairgrounds. The fair was first held in 1906 along the South Platte River in Littleton. After repeated flooding, the site was replaced by temporary locations such as Littleton's Rio Grande Park, where the 1945 fair was held. New permanent fair grounds were re-established north of Littleton in 1946 at Windermere and Belleview. The fair was a popular agricultural gathering and entertainment event, with attendance reaching 70,000 visitors in 1959 when the Junior Rodeo finals were the major draw, and Littleton youth swept the horse show honors. Many celebrities performed at the fair, including singer Tony Bennett. The 4-H Building at the fairgrounds also served as the Columbine Playhouse, a regional repertory theater group. In 1952, a group of rodeo enthusiasts held what became the first annual "Little Britches Rodeo" at the Arapahoe County Fair. Named after Ralph Moody's 1950 story of hardscrabble farm life in Littleton between 1906 and 1912, the popular rodeo came to the attention of Walt Disney and the studio filmed the event for television on multiple occasions. By 1961, the rodeo became the model for twenty other communities throughout the county and a national convention of Little Britches Association members was held at Denver's Albany Hotel. Today, 2,000 compete in 275 Little Britches rodeos in 14 states as The National Little Britches Rodeo Association.

In 1949, the Arapahoe County Fairgrounds was joined by the Centennial Turf Club racetrack. The track provided pari-mutuel betting on horse races, an AAA national championship car race, stock car, and hot rod shows, drawing visitors from throughout the region to Littleton. Investors spent $2,500,000 on the racetrack facility itself. The city drew school tax and sewer revenue from the project. The complex included a modern million-

dollar grandstand facility designed by architect Henry A. Koch. The park opened on July 4, 1950, though the grandstand's completion was delayed by a construction material shortage related to the Korean War. The nearby Arapahoe County Fairgrounds offered stables when the number of horses exceeded the race track's capacity. Many horses ran at Centennial after the races at Ak-Sar-Ben in Omaha and before moving on to other tracks in California. Nationally known entertainers appeared at Centennial such as Liberace, who came to perform and crown a race winner in 1954. That same summer, Louis Armstrong offered a jazz show featuring Velma Middleton. Celebrities like Bob Hope and Audie Murphy came to watch the horses run. Each year Centennial held a special "Littleton Day" and provided free tickets and a picnic for residents. The track also held special events during the 1959 season for Colorado gold rush Centennial.

The creation of the Centennial Turf Club sparked new commercial activity on Santa Fe. In 1950, Marshall Norling of Red Comet leased the site of Littleton's old dump and sewer plant at Belleview and Santa Fe for ninety-nine years. Hoping to capitalize on the racetrack, he announced that he would rush to build a new cafe and motel after poisoning the 10,000 rats reported to live on the site. A 1950 rendering titled "Old Sewer Plant Site May Look Like This in 1952" featured a modernistic drive-in designed by architect Alfred Watts Grants.

Nevertheless, when wealthy track owners nicknamed Centennial "Santa Anita of the Rockies" after the famous California track located near Los Angeles, it brought a whiff of Hollywood glamour to Littleton. Some new Santa Fe businesses sprang up to capitalize on their proximity to the track and went out of their way to cultivate an ambience that would attract a discerning clientele. Well-known Denver chef Pierre Wolf ran the kitchen at the Patio LaMaze Restaurant, named after Marcel LaMaze the prominent Hollywood and Palm Beach, California, restaurateur who took over as manager in 1951. A review in Cervi's Journal, reprinted in the *Independent*, said "without question it is one of the top eating and drinking establishments along the Continental Divide." Comedian Bob Hope was pictured on the front page of the *Independent* flanked by owner J. W. Blankenship and a new manager who assumed LaMaze's duties when he resigned after only a month of service. The Patio featured entertainment including the Billy Wilson trio, which played for dancing six nights a week in the dining room, and Irene, who played in the piano bar. In 1960, the Patio became a dinner theater, featuring "The Mark Howard Playhouse" which initially staged a two-act comedy on the roaring twenties and ten vaudeville acts. In 1961, the Patio was renamed the Plush Horse and redecorated like an old English hunt club. Its grand re-opening coincided with the start of racing at Centennial. The Patio was joined by the Santa Anita Lounge, where, an *Independent* headline announced "Famous Chef Char-broils Succulent Steaks in Sirloin Room; 'John' Johnson recalls cooking for President, Hollywood Stars." Both restaurants featured special holiday parties for New Year's Eve. These prestige restaurants were joined by more informal eateries like the Santa Anita Drive-in and the White Spot, which leased the property at Santa Fe and Prince.

Even though the race track had quarters for 300, more than the largest single Colorado hotel could accommodate, lodging became a major growth business on South Santa Fe. In 1950, Thomas D. Edwards purchased the 13-unit Rainbow Court Motel and also planned a new $80,000 29-unit motel called the Race Track Hotel just south of the Rainbow and north of the Horseshoe Drive-in. The modern motel was to be shaped like a horseshoe with the rear 143 feet wide. The owner's spokesperson reported " Each wing will be 130 feet long with a glassed-in circular lobby at the end of the north wing. There will be sun decks with umbrellas and chairs on top of each wing. These will be reached from the rear portion which will be two stories high." The Essex House of Leonard Roy, of the Santa Anita Restaurant, was planned as a "Deluxe Motor Hotel" of 52 units to "… be furnished exactly the same as the new Denver Hilton." The motel plan featured a circular swimming pool, 40' in diameter. The caption of a 1959 rendering by architect Paul W. Rader described the plan: "The project will feature a free standing elevator, swimming pool and circular-shaped dining room, lounge and bar with heliport on the roof. In addition to 50 one-bedroom units on the first two levels, the top level will be developed into six two-bedroom penthouse units with private outdoor gardens." A million-dollar Leisure Lodge and Motor Inn designed by Ken R. White with 120 units, a banquet hall for 300, swimming pool, and riverside recreation area was also proposed for a Santa Fe site in 1959. Though most tourist and travel lodging was located on Santa Fe, a hotel was also planned for Littleton Boulevard at Greenwood Ave. In 1957, motels were

reported to charge between $7 to $9 a night and to house tourists, visitors attending the Assemblies of God camp meeting, and jockeys and others associated with Centennial operations.

Though most of the Santa Fe businesses were isolated from residential areas, the proximity of the Essex House's roadside sign provoked objections: "The glare, focus and animation of the sign of the sign disturbs nearby residents… The sign is three times taller than other signs along Santa Fe… It burns all night, and it gives the area a carnival atmosphere." This was a sharp contrast to the friendly reception afforded the Main St. Liquor sign on West Main Street twelve years before, described as a "gigantic new neon sign … [that] hangs over the sidewalk almost like a large-city theatre's marquee." Like heavy industry and billboards, prominent electric signs were often unpopular in the new suburban setting, where new residents wanted to escape the trappings associated with urban living. In 1962, a lawsuit took place over the size of the Drumstick restaurant signage on Santa Fe. In 1963, the Planning Board approved a sign five times the size of what the ordinance allowed at the new Mr. Steak restaurant at South Louthan St. on Littleton Boulevard. The following year, the City Council approved changes to shopping center signage rules; signs were restricted in size but a greater quantity of signs was allowed.

Like the new residential subdivisions, the growth on Santa Fe taxed the city's sewer system. To avoid the threat posed by Santa Fe development to the purity of the city's nearby water supply, the city provided new sewer service to the west side of Santa Fe from its newly completed sewage disposal plan northwest of Santa Fe and Belleview.

In 1959, the Centennial Turf Club headed a Chamber of Commerce committee that opened a "Hospitality Triangle" at Rapp Avenue and Santa Fe Drive to welcome national and even international tourists. The Chamber installed a 40-foot trailer with a western-style false front to offer maps, folders, and souvenirs to tourists. Indian families of the Associated Southern tribes constructed an authentic tepee, performed Indian dances, and sold handmade "relics" and souvenirs. A Jaycees "Tourist of the Week" program was initiated in which the winners became guests of the city and received free meals, lodging, entertainment, along with free service, gasoline, and car washes courtesy of Littleton merchants. In 1965, the Chamber sought assistance in replacing the trailer, which was swept away and destroyed by the disastrous 1965 flood of the South Platte River.

Littleton businesses on Santa Fe and to the west were most affected by the flood, which perversely occurred during an overall period of severe drought. Construction of a Chatfield Dam had been urged for years; a 1948 Denver resolution had urged federal officials to give immediate consideration to a dam at the junction of the South Platte River and Plum Creek in order to protect Denver property from floods. Though Cherry Creek Dam was completed in 1949, Chatfield was not even begun until after the 1965 flood. Flooding was not new to Littleton, and minor floods of limited impact occurred in 1949, 1956, 1958, and 1961. In 1965, however, the *Independent* reported: "Flood Sweeps Littleton River Bottoms; Town Has 4 Hours to Brace for Biggest Water Destruction in Over a Century; Homes, House Trailers and Cars Floated by in Torrent." The lowlands surrounding the Platte were said to look like "rice paddies" and the contamination of 90% of the area's wells required the boiling of drinking water. West of the river, 2,000 phones were out of order, and temporary centers at Littleton High School, the Arapahoe County Fairgrounds, and the First Presbyterian and Littleton Baptist Churches sheltered 300 evacuees. The Bowles Avenue shopping area was obliterated. The area surrounding the Santa Anita restaurant at Prince Street and South Santa Fe drive had become a lake and Centennial Racetrack was forced to close for a massive cleanup. Within a week of the flood, a culvert bridge was hastily erected to continue to allow Martin employees to get to work.

***South Broadway***

South Broadway developed with the improvement of the road south from Englewood and the 1955 replacement of the Dry Creek Bridge. The new Littleton High School and residential annexations increased traffic to Broadway along Littleton Boulevard from the west. Brookridge, the first shopping center, opened in 1954, but the area saw its greatest development in the early 1960s. In 1964, King Soopers' "Million-Dollar Center" opened at East Littleton Boulevard. Further north, in the area south of Belleview annexed by Englewood, were the 1961 Gem Store and the 1965 K-Mart.

Between 1963 and 1966, a group of auto sales and service centers collectively known as Littleton's "Auto Row" began to dominate South Broadway. These included Burt Chevrolet, Roth

Motors Studebaker, the Roger Mauro Rambler Agency, the Chrysler Motors Dodge Agency, Courtesy Ford, a Pontiac dealer, and McDonald Motors Volkswagen Dealership, the first foreign car dealer in Littleton. Most of these firms appeared to utilize buildings designed for national use by local franchisees or prefabricated steel buildings. Only the design of McDonald Motors was discussed in the *Independent*: "As a franchised dealership thru Continental Import Motors Co. of New York, national distributors for Volkswagens, the new firm will follow a primary designed used by VW dealerships throughout the country with some personalizing by a local architect..." Eugene Sternberg filled this role for the firm in Littleton. To promote sales of the German-made cars, McDonald Motors held a grand opening giveaway of two dachshund puppies.

**Other Consumer Commerce**

***Banks***

Nationally, banks sought to shed their Depression-era image as failed, stuffy, aloof institutions, and to project a new vision of banking in the post-war years. Like retailers, banks created suburban branches to serve their customers closer to home. They also consolidated multiple consumer financial services under one roof as "retail banking." Banks adopted the physical trappings of retail as well, with eye-catching modern buildings, up-to-date interiors, and innovative features like drive-through banking and computerized record keeping. The banking industry experienced unprecedented growth in the post-war years as mortgages, personal loans, auto loans, and bank credit card use increased rapidly with the growing population. Following these trends, older banks buildings were modernized and new bank buildings constructed around growing retail areas, convenient for banking customers as they shopped.

Main Street's Littleton National Bank expanded, renovated, added parking, and introduced a drive-up window. New banks gravitated to the Woodlawn area. Arapahoe County Bank, chartered in 1956, opened at 200 S. Datura in a new building designed by Earl C. Morris across from the Woodlawn Theater, then moved to their new building at 1175 Littleton Boulevard just east of the Woodlawn Shopping Center. Pacific Finance, which described itself as a sales and consumer finance company, opened in the Woodlawn Shopping Center.

The Littleton Savings and Loan first opened in a leased building in Woodlawn Shopping Center. In 1958, they broke ground north of the shopping center for a project designed by Joseph Marlow at 1050 Littleton Boulevard. The modern building included two floors, part of which would be leased to other tenants, landscaped plazas to the front and rear, and a drive-through window on the east. Announcements of the grand opening highlighted the large sculpture and decorative screen by Colorado native Robert Propst, an extremely influential figure in modern design. Propst began in the late 1940s as a graphic artist, teacher, and sculptor. In 1953, he formed the Propst Company, a Denver-based firm specializing in speculative product development. Propst approached Herman Miller with some of his designs, joined the firm as a consultant, and, in 1960, became president of Herman Miller Research Corp. His extensive study of work environments resulted in his design of the Herman Miller Action Office system, first introduced in 1968. It was the first open-plan office system of reconfigurable components, a radical concept for its time that still defines office-planning today. The Littleton Savings and Loan is a rare surviving example of the regional collaboration between Marlow and Propst.

***Automobile Commerce***

The growth of auto-related commerce reflected the steadily increasing automobile use of the period. This included new and used car sales, gas and service stations, and retail stores selling auto-related products like the Western Auto Store that opened in Woodlawn in 1956. The location of new gas and service stations was a frequent and sometimes troublesome agenda item for county and city planners, after homeowners singled them out as an undesirable commercial use near homes. In 1963, two corner service stations included in plans for the new Southglenn Shopping Center met opposition from residents. Festive grand opening events were common, such as that for Don's Carter Servicenter, where prizes included a portable TV, a charcoal broiler with electric rotisserie, a picnic basket, lawn chairs and balloons. Five pound bags of sugar were given with each ten gallon purchase of gas. The 1955 O.K. AutoFloat Store, a franchise of Littleton's O.K. Ko-Op Rubber Welding System, opened at North Cedar and Littleton Boulevard. Store advertisements in the area also offered Mohawk and Gates tires, manufactured by other local employers. Car washes became a familiar enterprise, such as the 1958 "Auto Glamour Mart" on Santa Fe Drive.

***Restaurants***

Though social trends of the period stressed domesticity, home prepared food, and family mealtimes, prosperity brought an increase in the number of Littleton restaurants, featuring new kinds of food, atmosphere, and service. The Santa Fe commercial district was a major location for restaurants that catered to tourists, travelers, and those seeking nightlife. Downtown Littleton included traditional neighborhood restaurants like Abe's. Adjacent to shopping centers and other commercial areas, new types of fast food and theme restaurants opened around Littleton. "Fast food" restaurants evolved from urban "automats" and roadside cafes, some with "curb service," that originated to serve early automobile travelers in the 1920s. They began appearing throughout Littleton in the late 1950s and early 1960s: the Dairy Queen, McDonalds, Kin's Foodland, and the Hasty House on Littleton Boulevard, the Dairy King on South Windermere Street, and the Golden Point in the Brookridge Shopping Center on South Broadway. Some were chain restaurants, owned by a single corporation. Franchise ownership also became increasingly common. These restaurants were individually owned but enjoyed the benefits of shared purchasing. They also followed strict corporate guidelines for building design, food preparation, and service, all of which served to establish a strong national brand identity for the restaurant wherever it appeared across the country. Fast food restaurants commonly featured modern buildings of striking design to attract customers. Menus included a series of a la carte food items that could be quickly prepared by standardized and assembly-line methods and easily eaten from increasingly ubiquitous disposable containers without the use of utensils. To lower overhead and speed service, waitresses were eliminated or marginalized to clearing and cleaning tables. Customers ordered their food from counters, paid cashiers, and carried their own food to the tables. Similar establishments specialized in carry-out meals, advertised to save time that housewives spent on home food preparation, such as the Chicken Delight Ready to Serve at 5884 S. Broadway. Some included drive-in service, which did utilize waitresses, or drive-through service. More formal chain and franchise restaurants also appeared, such as the White Spot and Mr. Steak at 819 and 1409 West Littleton Boulevard, respectively. The International House of Pancakes at 1409 West Littleton Boulevard was the third in Colorado, owned by a retired air force major who had worked for Martin before entering the restaurant business.

In the early 1960s, as activity on West Littleton Boulevard and South Broadway increased, themed and specialty restaurants appeared. Some were franchises, others individually owned. Georgia Boy's Bar-B-Q Pit had a shake roof, open barbecue pit, and costumed service staff. Bill Bennett's cafe west of Bannock and north of Littleton Boulevard offered fresh fish. Bennett, originally from Maryland's Eastern Shore, said "I have been 30 years in the restaurant business, 27 of them across from the Brown Palace, and I think I can please Littleton." The *Independent* noted "Adjacent to Littleton's 17 biggest apartments, Bennett will have nearly 1,000 customers in his back yard alone."

Local Helen Estrada, former owner of the Shanty restaurant on Littleton Boulevard, reopened her Mexican restaurant, Tortilla Flats, after it was destroyed by the 1965 flood. Bars and lounges often served food as well. The 1962 Red Rooster Lounge at 229 West Littleton Boulevard offered free hors d'oeuvres, canapes, and can-can girls at their grand opening, offerings more commonly found at establishments on South Santa Fe. A $750,000 "ultra-modern" restaurant and motor hotel was proposed for Littleton Boulevard at Greenwood Avenue by the Littleton Achievement Company, a firm newly created to survey, identify and provide services most needed in growing Littleton.

***Movie Theaters***

Littleton movie theaters had long consisted of the Vogue, located downtown. With the opening of the 765-seat Fox-Woodlawn theater, the Vogue began to lose customers along with Main Street retailers, but fought back with the introduction of cinemascope and free Saturday movies for shoppers. The other new theaters that appeared in town were drive-ins. Like all forms of drive-ins, from banks and restaurants to churches, the movies capitalized on the country's infatuation with the automobile. The 1,000-car Littleton Drive-In opened in 1949 near the Arapahoe Country fairgrounds. In 1958, the Centennial Drive-In Theater held its grand opening, giving away free hot dogs to highlight its modern snack bar. It also featured the Kiddie Carnival Play-Land where children could enjoy playground equipment. Located on the northwest corner of the Centennial Racetrack parking lot, Centennial Drive-In showed 3-D movies for 1,145 patrons. Centennial was purchased and operated by Fox theaters in

1960. Both these theaters provided competition for the Horseshoe Drive-in theater located on South Santa Fe.

***Garden Centers***

**S**uburban homes were surrounded by lawns and gardens that were integral to property values and family and social life in the post-war years. To encourage and maintain standards of appearance, some subdivisions even offered annual prizes for lawn quality and landscaping. This type of landscaping was very water-intensive, and Littleton struggled to provide and maintain the water pressure necessary to water lawns during one of the Front Range's worst droughts on record.

Since many home builders provided buyers with only newly-seeded lawns, a source for supplies, appropriate plants, and gardening advice was a necessity. George and Sue Kelly's Cottonwood Garden Shop at 4849 South Santa Fe Drive provided all three. George Kelly was a self-taught horticulturist and Colorado gardening expert. In Denver, he worked briefly for Denver Wholesale Florists, the Rocky Mountain Seed Company, and as a landscape gardener for the Denver Public Schools before the position was terminated due to the Depression. He then bought land in Littleton with plans for his own nursery and landscaping business, which he and his wife opened for business in April of 1955.

Kelly was recognized nationally for his 1951 *Rocky Mountain Horticulture is Different*. The introduction was written by M. Walter Pesman, a renown local landscape architect who had designed the grounds for the Littleton Clinic: "It is the first, and so far, the only publication to give the gardener of our Rocky Mountain region solid, dependable information that can be used without having to make allowances for differences in climate, soil and conditions ... there [is] a big gap between the conditions of the arid and mountainous regions of the West and those of previously developed garden regions. This book is new source material for that 'new country.' ... George Kelly is a pioneer in horticulture in his field just as much as Liberty Hyde Bailey, Frederick Law Olmsted and others are in their fields." In addition to his books, Kelly wrote a series of newspaper columns on gardening and conducted Denver's original radio gardening program. His columns and shop advertisements appeared regularly in the Littleton *Independent*. All these activities promoted the Cottonwood Garden Shop, where he gave a lecture series on suburban gardening and landscaping topics such as "Patios and Outdoor Living." The Kellys were also extremely active in community beautification projects, especially on South Santa Fe Drive.

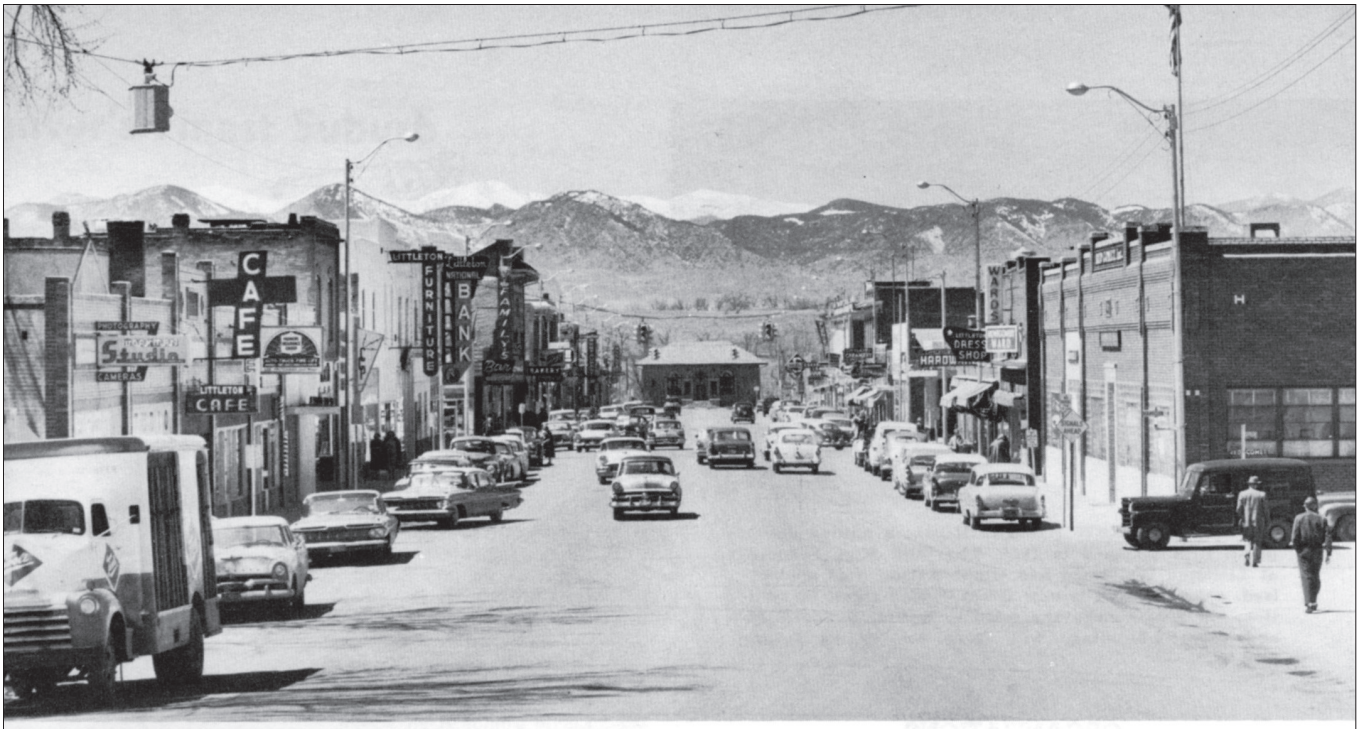
In 1957, Kelly was hired by the Glenn L. Martin Company to act as landscape architect for their 7,000 acre tract. The *Independent* captured his enthusiasm and vision for the area: "It is a region something like 4x6 miles. We want to improve the looks of the whole area but will of course concentrate around the main buildings. If this area is developed with care, we'll have the most attractive industrial site in Colorado and perhaps in the nation," Kelly exulted. "This is a Garden of the Gods type of setting and this special location must be developed with care." (See the Appendix for a more extensive biography on George Kelly.)

Roberts Nurseries on South Broadway won the landscaping contract for the U.S. Air Force Academy in Colorado Springs, though it is not known if this included design or only the purchase and installation of plant materials. Bill and Betty Lou Bolis', Flower Fair, located on nearby Prince Street, started with their orchid growing hobby.

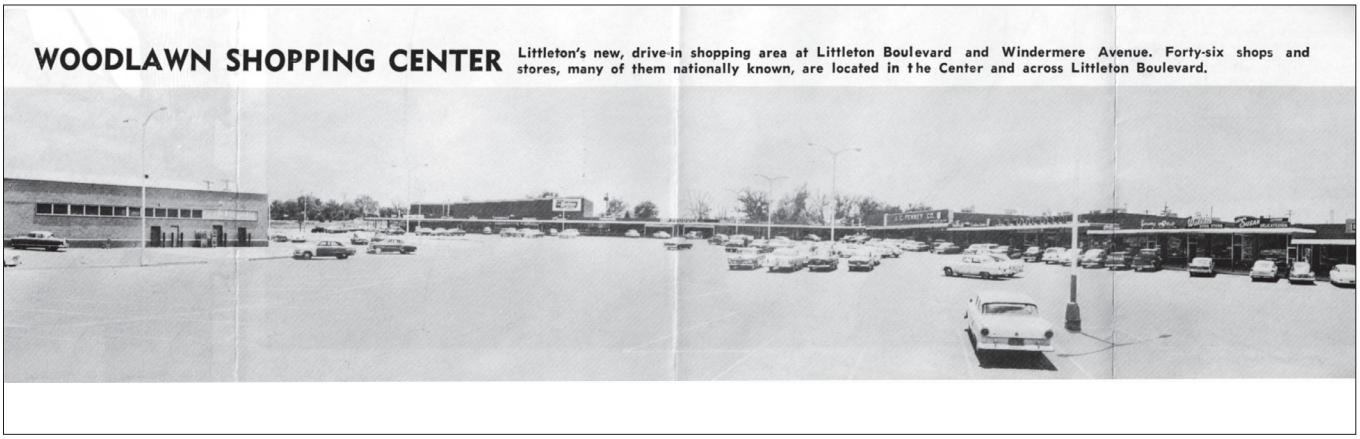
A variety of other smaller consumer-oriented businesses appeared throughout Littleton and made an impact on the city's built environment of the period. These include such businesses as the Self-Service Laundries as 240 West Alamo and the building at 5767 South Gallup Street designed by architect E. Eugene Frazier, which housed a coin-op laundry on one side and offered a second ground-floor retail space for lease. Such self-service laundries were a new innovation of the period, serving young suburbanites whose resources did not yet allow the purchase of home washing machines.

Direct sales also grew in Littleton and other suburban areas as acres of housewives attracted door-to-door salesman who sold a variety of products associated with the home. Some were legitimate, like Fuller Brush, founded in 1906. Other more unscrupulous salesmen conned homeowners with lawn, fence, and storm window scams. In 1959, the city considered a peddlers law requiring bonds and fees, but the bill was never passed. Complaints about home improvement rackets continued into the 1960s.

# ILLUSTRATIONS



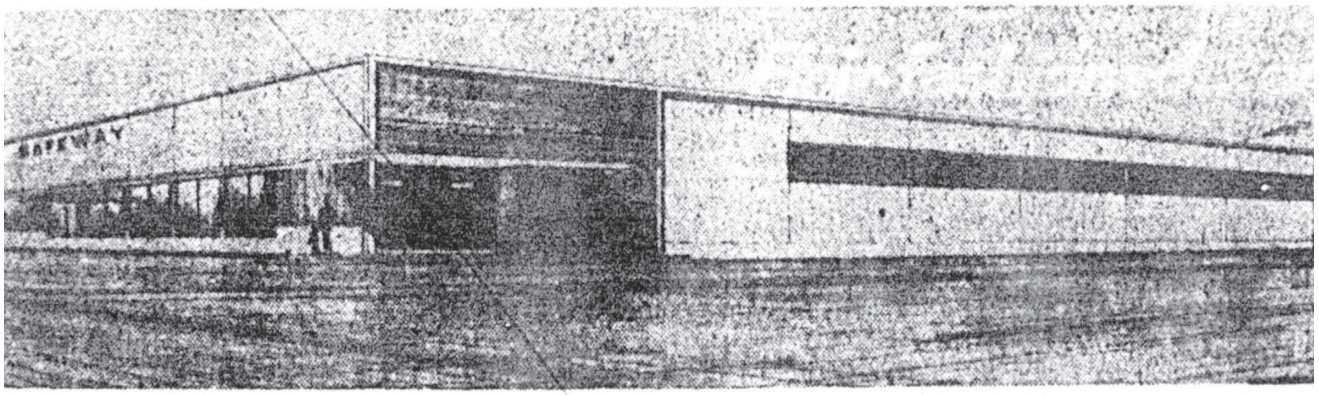

**DOWNTOWN LITTLETON. Main Street, looking west from the steps of the Arapahoe County Court House—four blocks of modern, well-stocked stores and shops. The City Hall is near the center, Carnegie Library at the west end. The Post Office, The Littleton National Bank, offices of utilities companies and many doctors, dentists and other professional men are in this downtown Littleton shopping area. The snow-topped mountains are Mt. Evans and the Loveland and Berthoud Pass areas.**




The appearance of the 1955 Woodlawn Shopping Center provided a radical contrast to Littleton's old-fashioned Main Street shopping district. Constructed slowly between the founding of the city in 1872 and the pre-World War II years, Main Street buildings lined the public sidewalk and right-of-way. Most were built of brick, often two stories in height with apartments or professional offices above. The district also incorporated civic functions, including Town Hall and the library. Woodlawn was built simultaneously between 1954 and 1957, though other new and replacement stores quickly followed. Main Street had parking for ninety cars. Woodlawn originally had 162 spaces for the Safeway store and over 600 spaces to accommodate customers of the other shops. The sea of parking spaces overpowered the view of the buildings from the street.

*Both photos from the 1959* ***Map and Street Guide*** *published annually by the Littleton Chamber of Commerce, collection of the author.*

# HOW LITTLETON'S NEW SAFEWAY WILL LOOK NEXT JUNE




The gigantic Safeway store that will be started at the Woodlawn Shopping center in December will look like this when June comes around. The store, which will contain about 17,500 square feet, will be the largest supermarket in the Littleton region. Space around it will accommodate 162 cars. The store will be at Littleton blvd. and S. Datura av.—the main unit of the 30-store Woodlawn center which will have total parking for 800 cars.




## *Work Starts on Safeway's New Woodlawn Store*

This is how the new Woodlawn Safeway will look when it is eady next spring. It will be built behind the present store, and the ld store will be torn down when the new one is occupied.

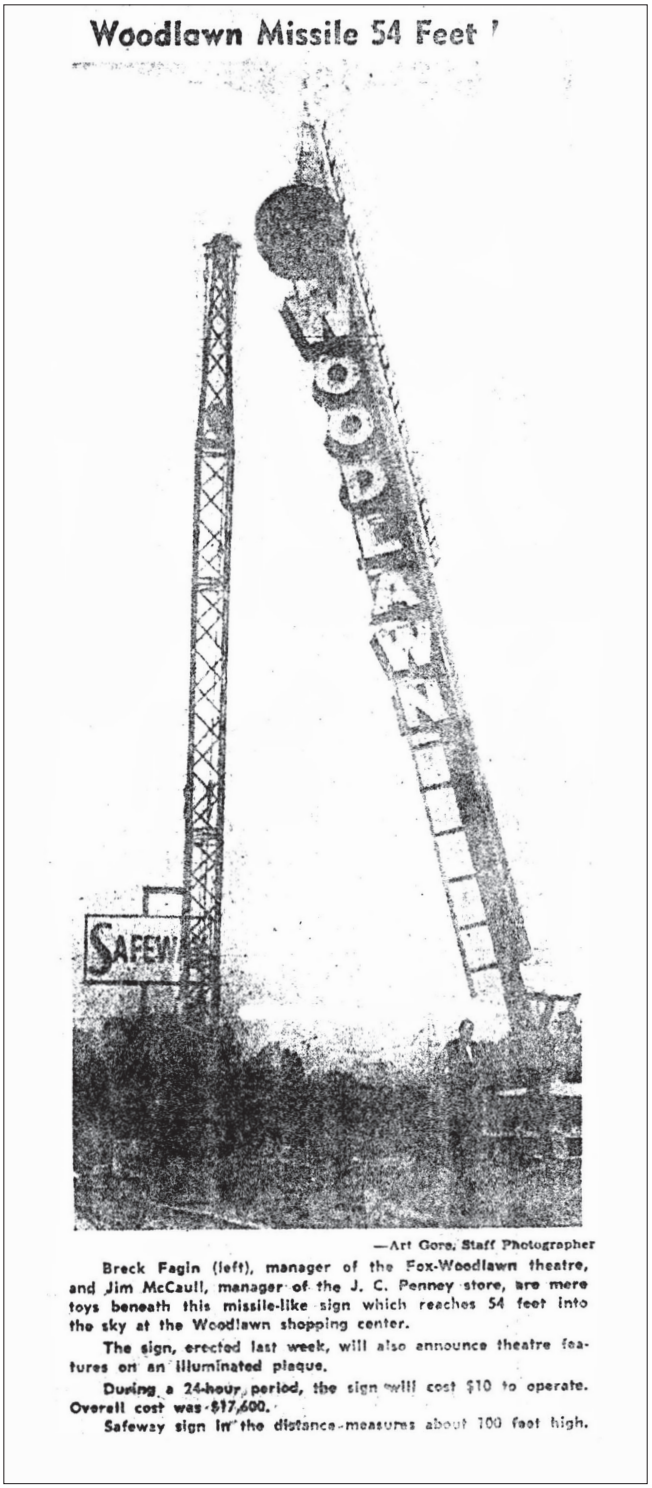
The familiar features of glu-lam beams, all-glass front and one tilt-up construction will be in evidence in the 25,070 square ot building with 18,099 devoted to sales area. A parking area will provide space for 222 cars.

Two new sections will be included—a modified in-store bakery and a delicatessen.

To distinguish the various departments, each will have a different color floor tile.

The 1966 demolition and replacement of Safeway's original 1955 Woodlawn Shopping Center store illustrates the transformation of retail store design from architecture to merchandizing. Above, the original Safeway was built in the International Style, identifiable only by its signage. Below, the replacement store design of 1966 shows an Expressionist design that defined Safeway to a generation of regional shoppers. (See page 44.)

*Renderings of November 1, 1954, page 1, and October 14, 1966, page 1A, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*



**Woodlawn Missile 54 Feet !**

—Art Gore, Staff Photographer

Breck Fagin (left), manager of the Fox-Woodlawn theatre, and Jim McCaull, manager of the J. C. Penney store, are mere toys beneath this missile-like sign which reaches 54 feet into the sky at the Woodlawn shopping center.

The sign, erected last week, will also announce theatre features on an illuminated plaque.

During a 24-hour period, the sign will cost $10 to operate. Overall cost was $17,600.

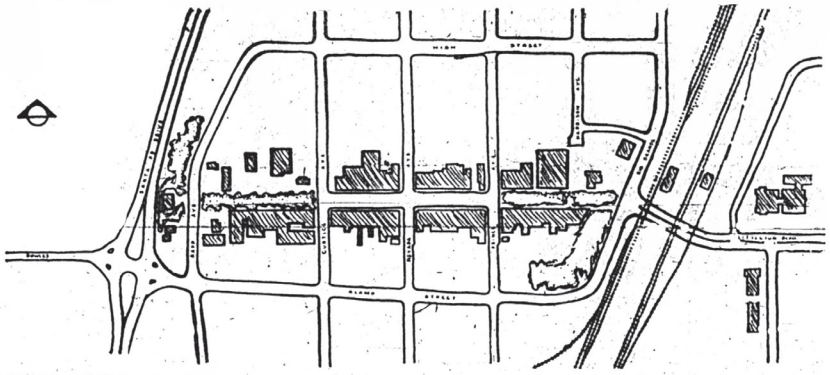
Safeway sign in the distance measures about 100 feet high.




At left, a fifty-four foot tall "missile-like" sign was erected for the Fox-Woodlawn movie theater in 1957. Like heavy industry and billboards, prominent electric signs were often unpopular in the new suburban setting. In 1964, the City Council approved size restrictions for shopping center signs. At right, many holiday events that previously took place in civic settings were transformed into promotional events for shopping centers, like this children's Halloween parade at Woodlawn. (See page 45.)

*Photo of June 28, 1957, page 1, and ad of October 26, 1962, page 2, of the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

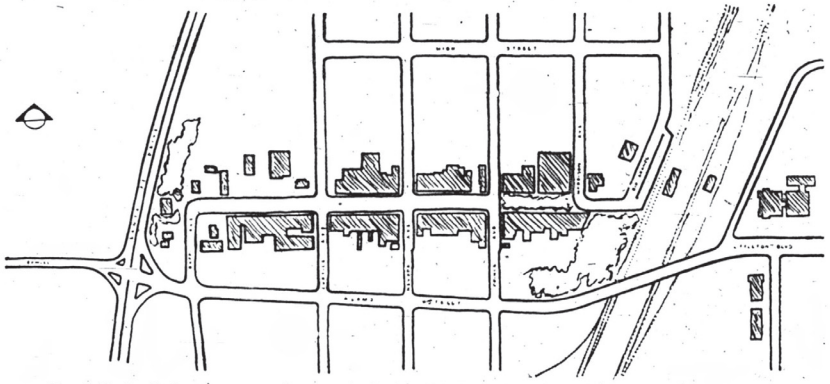
# Ideas for Saving Downtown Littleton as Shopping Center



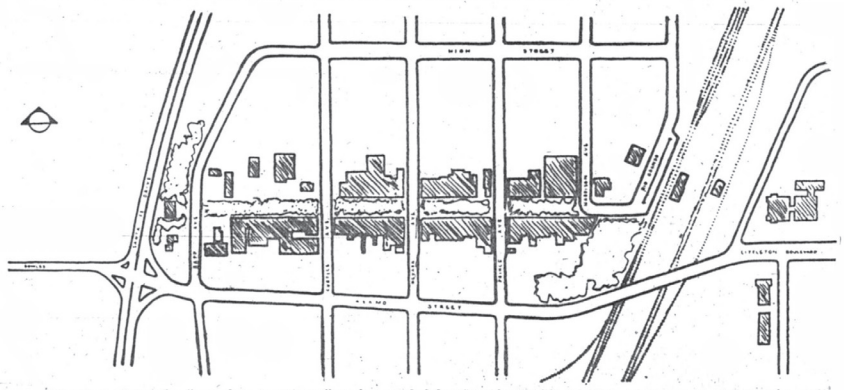
Eugene D. Sternberg, Arapahoe county architect and community planner, recently addressed the Littleton chamber of commerce on ways for reviving trade on Main st. He showed the merchants four sketches, this being No. 1.

This plan calls for the closing of the 100 block on E. Main and the 300 block on W. Main, planting the present street area with lawn, trees, and shrubs. The two center blocks are kept as they are except that the stores in each block are remodeled, front and rear.

Note that traffic can move in a circle around the shopping district by building a road back of the houses on the west side of N. Curtice av. Harrison av. is abbreviated near Red Comet and the Conoco and Page filling stations as well as Bishop's tavern are supplanted by some structure, such as a clinic.



Sketch No. 2 calls for an overpass that connects Littleton blvd. wth Alamo st. The present railroad crossing, blocked several times daily by halted trains, is eliminated. Main st. in front of Red Comet and the bank is torn up and replanted with proper landscaping. As in all four plans, Rio Grande park is kept somewhat as it is. Canopies over the sidewalks and occasionally crossing Main st. will also add to the color of downtown Littleton.

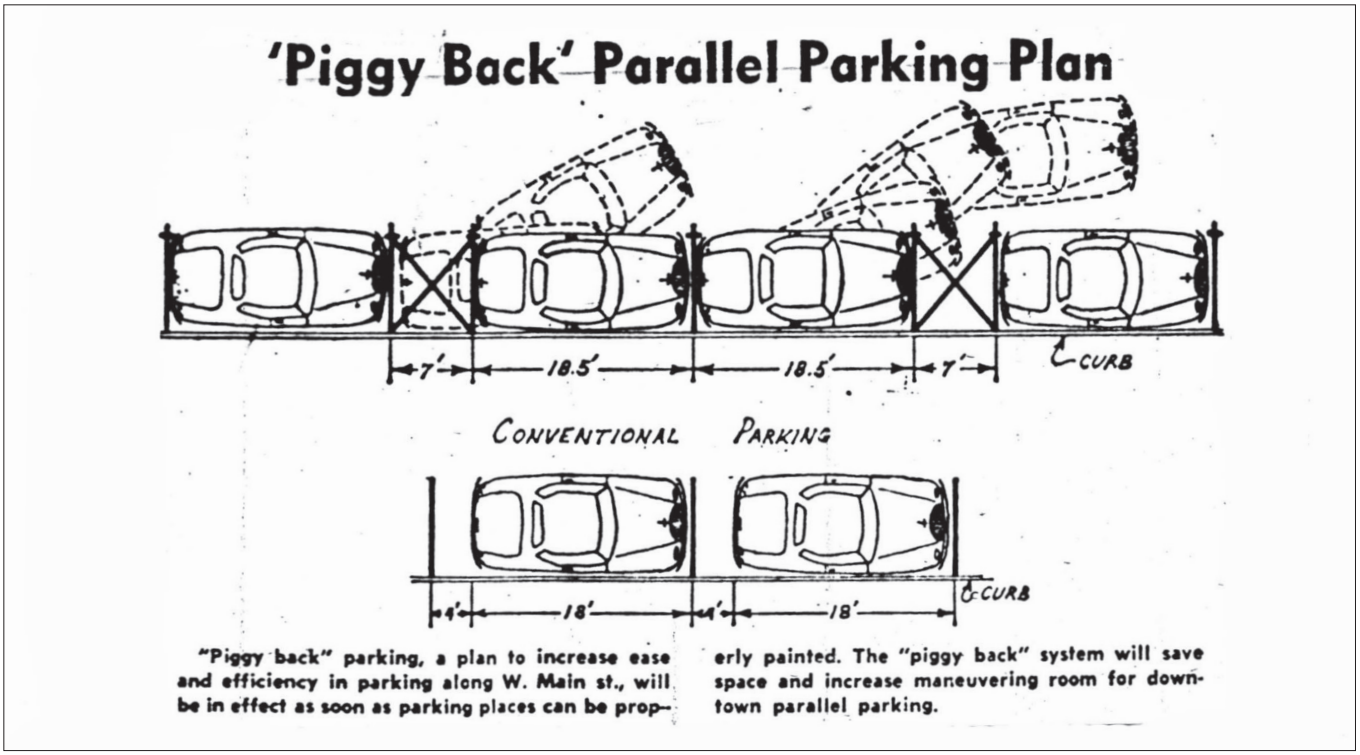


Sketch 4 shows the "complete treatment" recommended by Sternberg. All of Main st. between the library and Harrison av. is an attractive park to entice shoppers and to give them shady spots where they might sit and visit. Doubling of retail trade is predicted as soon as the plan is completed. It is estimated that the cost will be $25 a month to the average store. This includes the viaduct, new parking areas, remodeling of stores, and landscaping of Main st.

The plans are ready. The next step calls for a citizen who can interest a Realtor or builder to push the idea into being. First a Downtown Improvement Association must be formed, and this can call for bids on the project.

Safeway and J. C. Penney abandoned their Main Street stores immediately after opening at Woodlawn, leaving months to run on their leases. To compete with the new Littleton-area shopping centers, Main Street merchants sought ways to create off-street parking and improve the old-fashioned and suddenly outdated streetscape of Main Street. In 1955, Eugene D. Sternberg offered this series of revitalization ideas, including a railroad overpass and the replacement of Main Street with lawns, flower beds, trees, and shrubs. (See page 47.)

*Plans from September 23, 1955, the **Littleton Independent**, Colorado Historical Society microfilm files.*





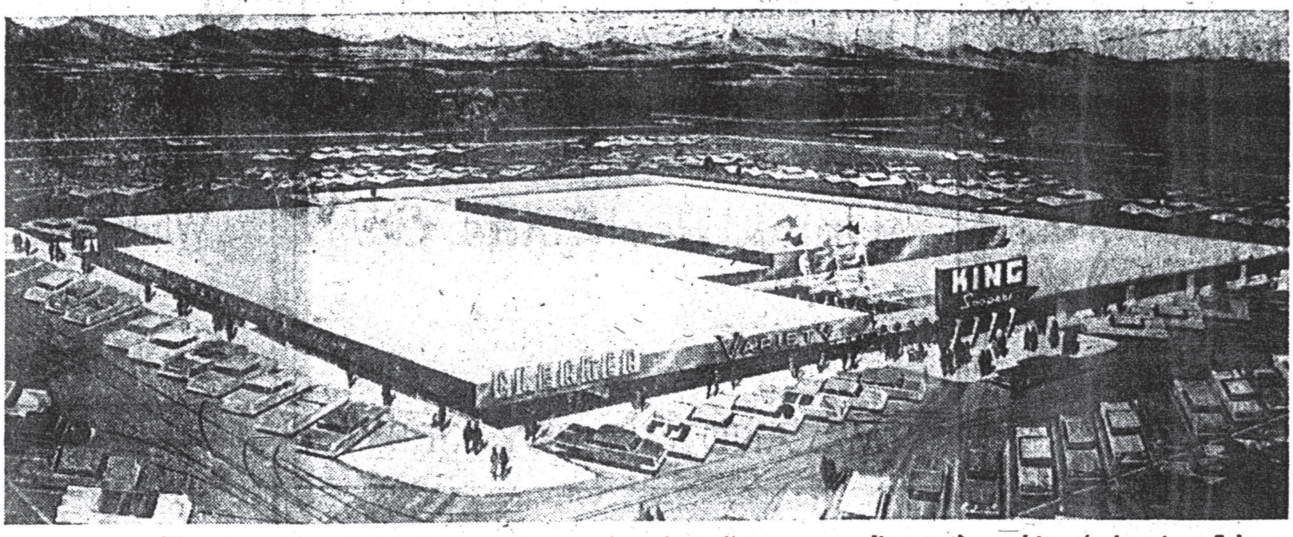


Various plans to increase Main Street parking continued into the 1960s despite a survey showing that 23% of existing parking was unused during the course of a day. When Arapahoe Junior College sought improvements if the urban renewal site to the south was chosen for the school, this plan for street trees and concrete umbrellas was finally undertaken. The umbrellas were publicly ridiculed and subsequently demolished. (See page 48.)

*Illustration of July 20, 1962, page 1, of the* ***Littleton Independent****, Colorado Historical Society microfilm files. Streetscape rendering from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*




## Here's View of New Shopping Center




Here is a view of the new King's Soopers store and shopping center which are proposed for the corner of Littleton blvd. and S. Broadway. The two proposed buildings were designed by Architect Ralph A. Peterson in conjunction with Arthur T. Auburn, associate architect.

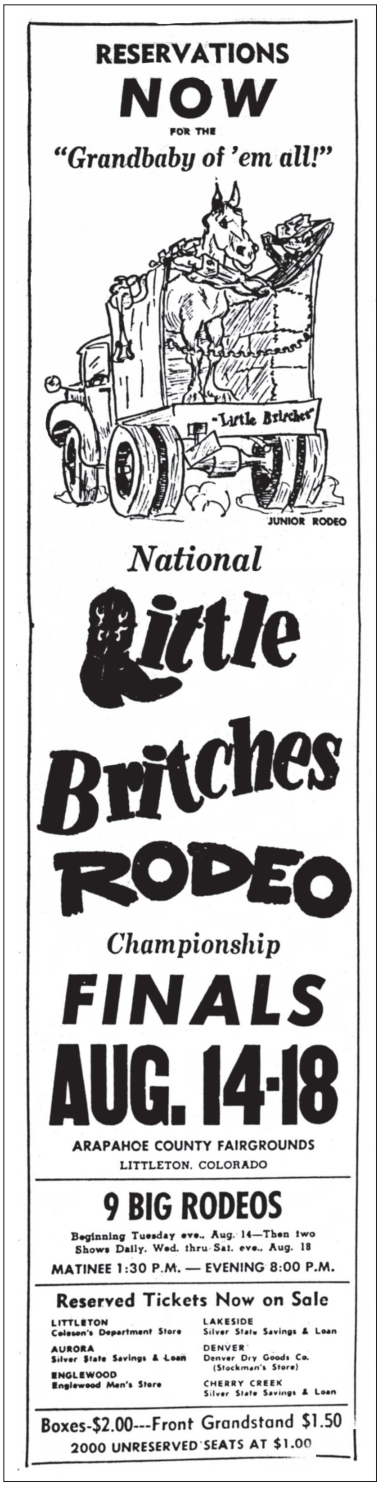
In order to erect this proposed building, Attorney Alan Sternberg, representing King's Soopers, will ask the planning commission Monday for an extension of the commercial zoning from the present 4.7 acres to 7.5 acres. The commercial area would then extend to Burton pl., a newly-platted street, just north of an apartment zone.

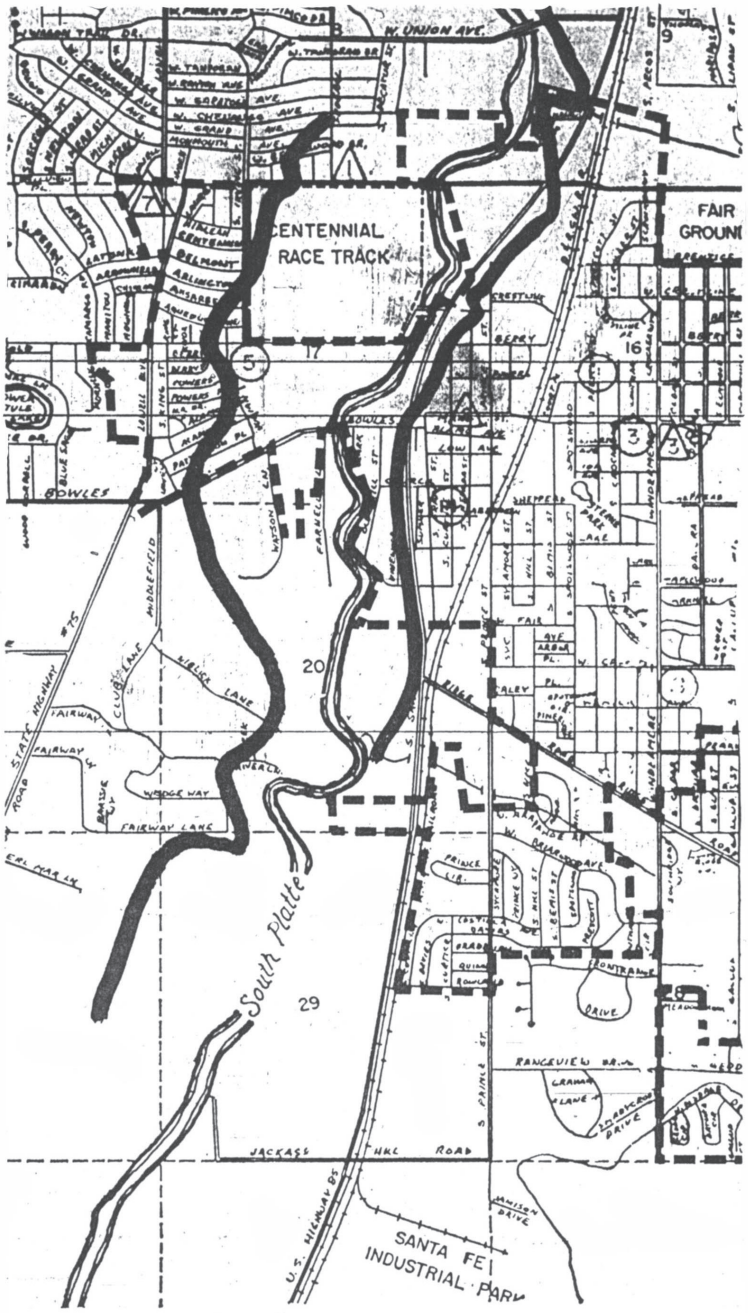
The Kings Soopers store would contain 32,000 square feet of space, according to the architect's drawing. A basement for storage would be built under the building. In addition, the drawing calls for a 10,000-square foot variety store, a barber shop, beauty salon, and cleaners, all in a separate building from the market. A walkway would be provided between the two buildings.

The building would lap over partially into the area for which rezoning is asked. In addition, the space would be used for parking. The shopping center would be placed almost in the middle of the area, with parking surrounding it on all four sides.

Consumer credit evolved from informal agreements with local merchants to bank-issued credit cards, like the BankAmericard above. The wide availability of credit democratized retail shopping and facilitated the mass consumption of mass produced goods. (See page 49.) South Broadway's improvement south of Englewood and increased Littleton Boulevard traffic from the west prompted the location of King Soopers' "Million-Dollar Center" at the southwest corner of the intersection of the two streets. (See page 58.)

*Ad of March 16, 1967, page 1A, and rendering of April 11, 1958, page 4, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*




**Bakken Map Shows Where Flood Struck**

This map shows the limits of destruction along the Platte River after the June 16 flood.

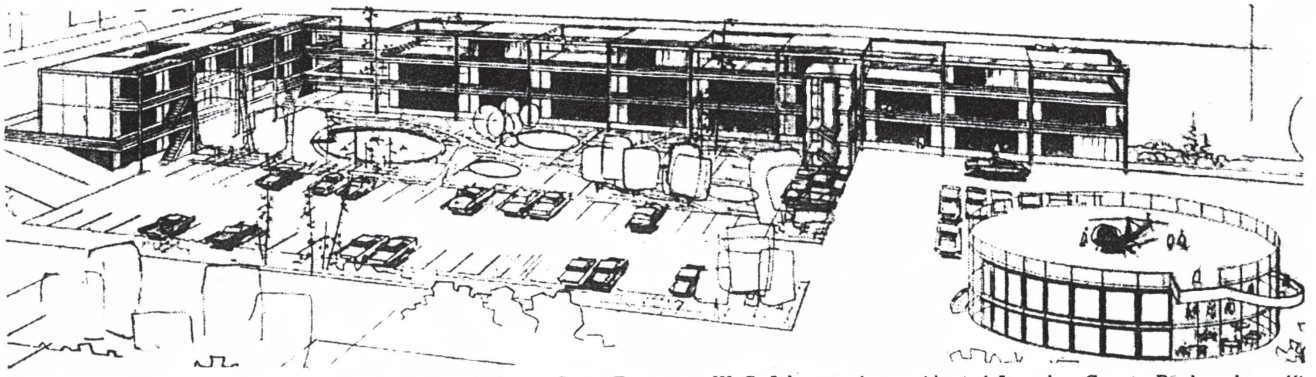
It was drawn by John Bakken, chairman of the Littleton Planning Commission, who toured the flood zone on foot and by bicycle.

A map published earlier by the Arapahoe Herald was prepared by the Arapahoe County Planning Commission from air photos. Bakken believes the black lines on this map are more accurate. (See Story.)

In 1952, a group of rodeo enthusiasts held the first annual "Little Britches" youth rodeo at the Arapahoe County Fair. Named after the title of Ralph Moody's 1950 story of hardscrabble farm life in Littleton between 1906 and 1912, the popular rodeo grew to 275 Little Britches Rodeos in fourteen states. (See page 56.) This map shows the areas along South Santa Fe Drive most damaged by the 1965 flood of the South Platte River. (See page 58.)

*Ad of August 3, 1962, page 8A, and map of August 13, 1965, page 1A, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

## Deluxe Motor Hotel Underway on Santa Fe



Preliminary filling and leveling is nearing completion at Santa Fe dr. and Hazard rd. in preparation for the building of a luxury motor hotel by 85 Development Corp.

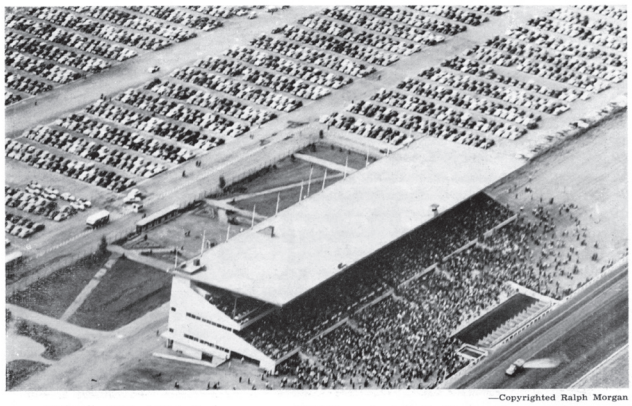
The project will feature a free standing elevator, swimming pool and circular-shaped dining room, lounge and bar with heliport on the roof.

In addition to 50 one-bedroom units on the first two levels, the top level will be developed into six two-bedroom penthouse units with private outdoor gardens.

W. G. Johnsen, vice president of Arapahoe County Bank and an official of the corporation, said that the group hopes to let a contract as soon as plans and specifications are complete.

"We're very pleased over reception we have received from the community," Johnsen said. "Apparently there has been a need for this type of facility for some time."

Paul W. Rader, former Littletonite, is architect for the project.



—Copyrighted Ralph Morgan

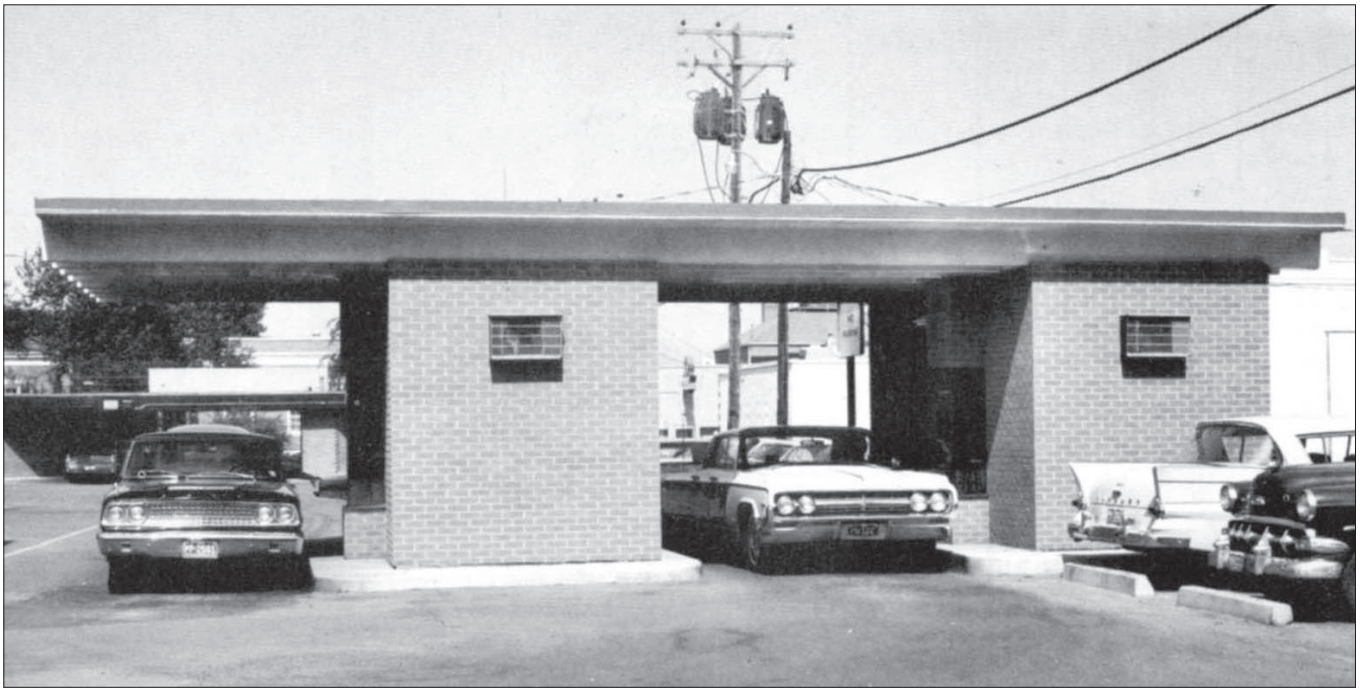
Centennial Turf Club draws average of 6,200 people daily to Thoroughbred races.



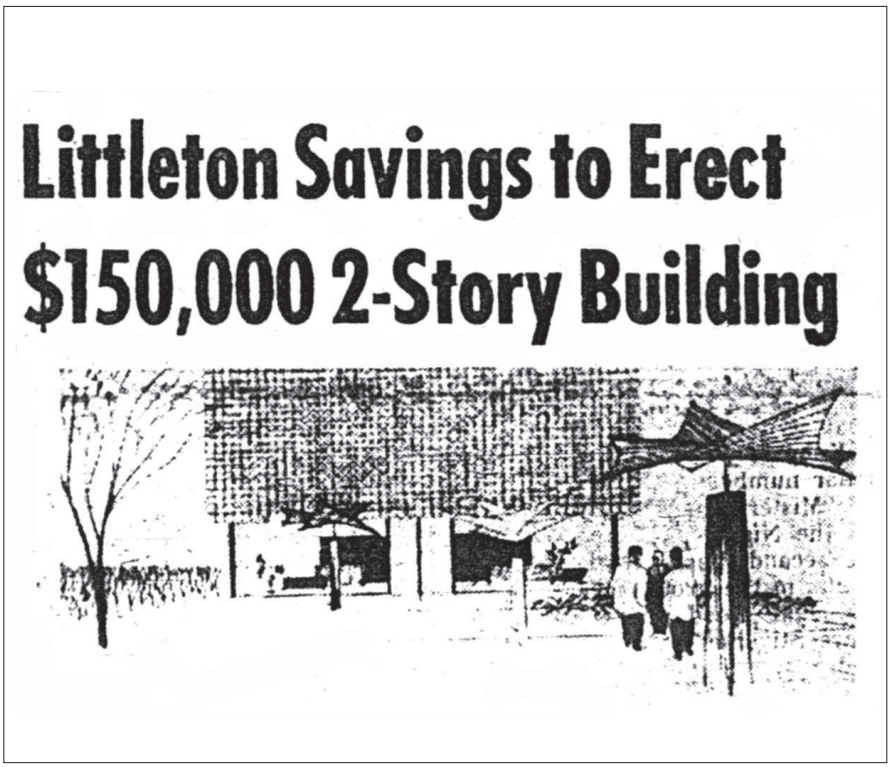
Between 5,000 and 15,000 fans attend the Centennial thoroughbred races daily. Ralph Morgan took this finish at Colorado's largest horse track.

South Santa Fe Drive served as a center for food, drink, and lodging services for visitors and tourists. Plans for the Essex House originally included a circular restaurant and coffee house with roof-top heliport. When wealthy track owners nicknamed the new Centennial Turf Club "Santa Anita of the Rockies," after the famous track near Los Angeles, it brought a whiff of Hollywood glamour to Littleton. (See page 50.)

*Rendering of November 14, 1958, page 2, from the **Littleton Independent**, Colorado Historical Society microfilm files. Photos from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the **Littleton Independent** on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*





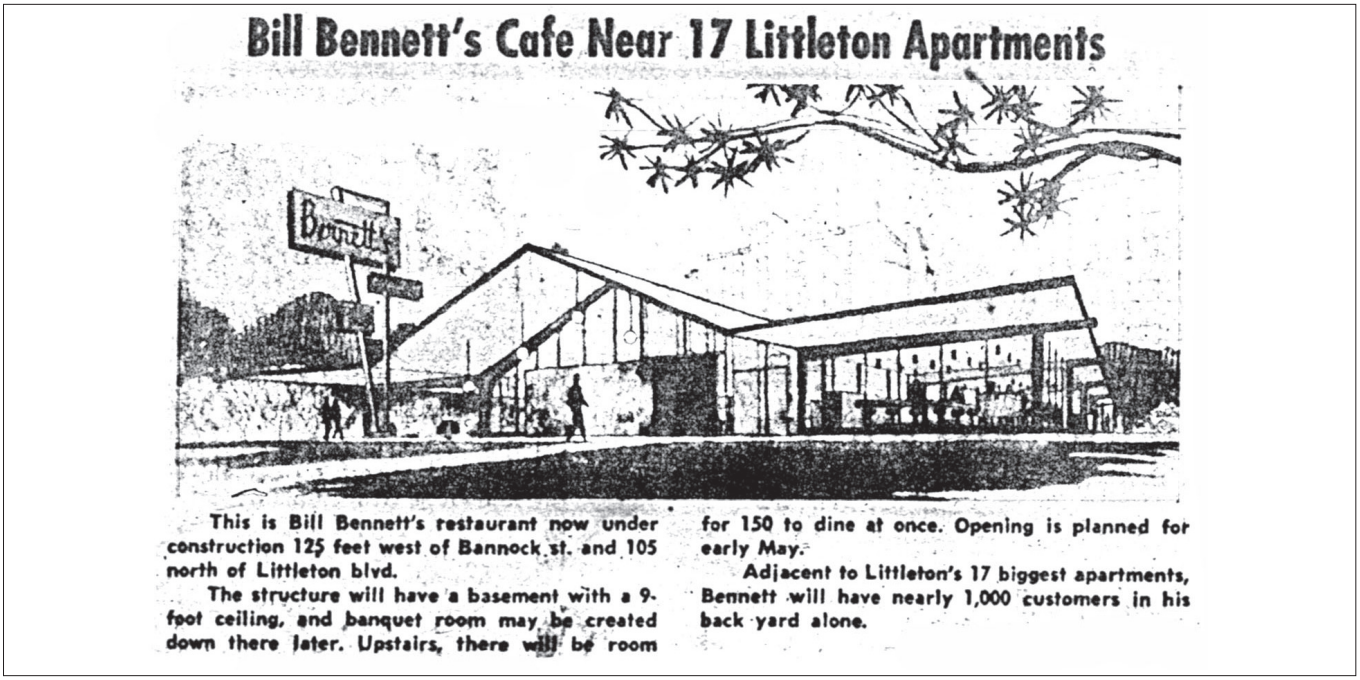

Banks sought to shed their Depression-era image as failed, stuffy, aloof institutions, and to project a new vision of banking in the post-war years. Main Street's Littleton National Bank added new drive-through banking and advertised three-minute window service. Littleton Savings and Loan broke ground north of the Woodlawn Shopping Center for a project designed by Joseph Marlow. The modern building included a sculpture and decorative screen by Robert Propst, an influential figure in modern design. (See page 53.)

*Photo from an ad in the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe. Ad of December 8, 1961, page 3A, and rendering of November 14, 1958, page 2, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*





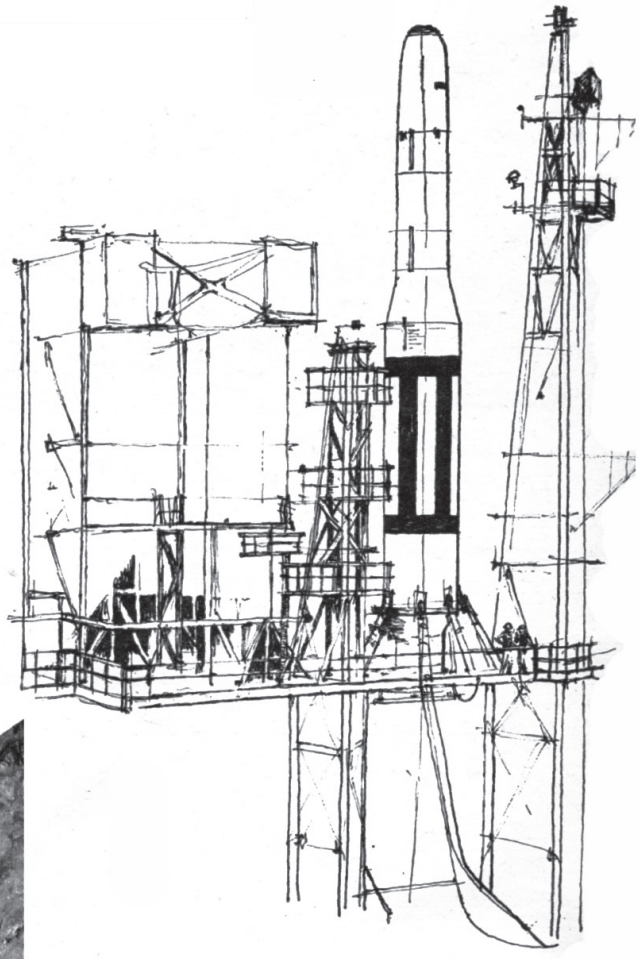


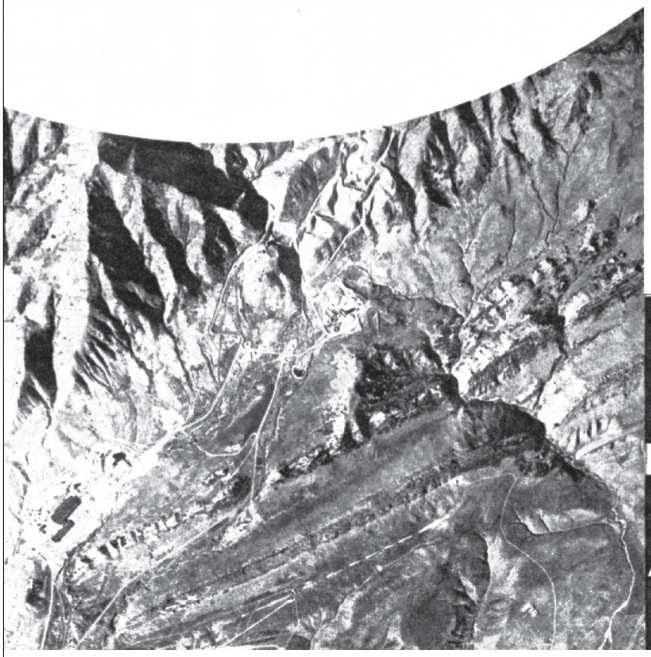



Though social trends of the period stressed domesticity, home-prepared food, and family mealtimes, prosperity brought an increase in the number of Littleton restaurants, featuring new kinds of food, atmosphere, and service. "Fast food" restaurants appeared, including McDonalds and Golden Point. Some were chain restaurants and franchise ownership also became increasingly common. Bill Bennett's was an independently owned restaurant near Bannock and Littleton Boulevard that featured fresh fish. (See page 59.)

*Ad of August 12, 1960, page 7, ad of July 21, 1961, page 1A, and rendering of January 27, 1961, page 2A, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

There is nothing else like this under the sun. It is the Martin-Denver facility, birthplace of the Air Force TITAN. It is also this country's most advanced and fully integrated big-missile development center. Here, our most formidable weapon systems of tomorrow are being designed, built and tested—from the smallest component to the total system—within a single 7,000 acre complex. Every top military and scientific expert who has seen Martin-Denver from *within*, considers it one of our most valuable national resources.





MARTIN

BALTIMORE·DENVER·ORLANDO

**Previous page**
This full-page ad for the Martin Company appeared in a special magazine celebrating the 100th anniversary of the state's Gold Rush. The magazine illustrated a Centennial display in Denver's Civic Center Park including an old log cabin and a Titan missile manufactured by the Martin Company's Jefferson County plant just southwest of Littleton.

*Ad from June 21, 1959, page 91, of **This is Colorado**, a special Centennial edition magazine of the **Denver Post**, collection of the author.*

American industry prior to World War II was located primarily in the inner city, where industrial growth first began, and on the city perimeter, where later industries located after the introduction of railroads that delivered materials and carry finished goods to the marketplace. This transition is well documented in Robert Lewis' 2004 book *Manufacturing Suburbs: Building Work and Home on the Metropolitan Fringe*. Before the advent of legislative reforms, many in response to labor unionization, industrial working conditions were poor, often compromising the health of workers or even resulting in their deaths. Industrial communities intended to improve worker circumstances often simply served as additional avenues for further corporate exploitation.

In the first decades of the twentieth century, these older industrial forms were joined by a new type of corporate facility intended to foster intellectual growth and creativity. They included corporate offices for the huge national firms that created them, scientific research and development laboratories, and often lighter, non-polluting industrial production. They employed a highly-educated scientific and managerial class of white-collar professionals and a skilled support staff. The concept and plan of these corporate sites were based on the university campus. Historically, the small-town or semi-rural location of many American colleges reflected a belief in the premise that such environments fostered innovation. The research work of these early corporate facilities, seen most notably in the 1913 General Electric Nela Park campus outside of Cleveland, Ohio, also relied upon the exchange of ideas with nearby institutions of higher learning.

This new corporate industrial form came of age in the post-World War II period. Two prominent national examples were the General Motors Technical Center of 1954 in Detroit, Michigan, and the 1950s John Deere World Headquarters in Moline, Illinois, both the work of architects Eero Saarinen and Associates. The impetus for their suburban locations mirrored those of suburban residential development. Many potential white-collar employees had relocated from urban to suburban homes. Employee ownership of automobiles, material delivery by trucks, and a rapidly expanding and improving roadway system freed business and production facilities from locations along railway and public transportation routes. Larger suburban sites allowed for larger buildings, facilitating the design of more efficient and automated production systems, and allowing for on-going expansion. The physical form of these new corporate facilities were radically different than urban corporate and industrial forms and often included the following characteristics:

- They were low-density developments, located within large, pastoral multi-acre settings of previously agricultural land or natural landscapes, isolated from the world at large.
- Serious consideration was given to the aesthetic and topographic character of the site in the positioning of the buildings, roadways and parking lots.
- Since the facilities were involved in research, development, design, and production sometimes related to military Cold War defense or proprietary corporate interests, they were often fenced and gated with manned security entrances.
- Professional landscaping incorporating outdoor areas for employee recreation, relaxation and dining were common, often including ponds, gardens, and sculpture.
- National or multi-national firms most often used national architectural firms, often those that specialized in the design of specific facilities or building types. Regional companies most often used local architects.
- The primary buildings appeared functionally neutral, often one story or low-rise in height, and could easily be mistaken for school buildings or shopping centers.
- The buildings were modern in design, and took advantage of material, construction and technical advancements, many of which had been developed during World War II.
- Individually specialized buildings were often grouped to form larger, interrelated campus-like complexes.
- Interiors featured state of the art lighting and climate-controlled environments in production facilities, research laboratories, and administrative offices.
- Competition for skilled workers provided the impetus for the provision of new employee

amenities including low-cost cafeterias, educational facilities, libraries, recreation rooms, and pleasant locker room and bathroom facilities. These were also necessary to replace employee services that private businesses and local governments had provided in more urban settings.

The Denver area attracted a number of these new industries. They were drawn by the intellectual capital of the metropolitan region, which included federal and university research and educational facilities. In the case of facilities for Cold War military research and production, the isolated location was far from any foreign military attacks that might jeopardize facilities closer to the east or west coast. Their suburban location also met government requirements for the dispersal of facilities that might serve as potential enemy targets and provided separation from high-population urban centers.

## Littleton Industry Prior to 1949

In the late 19th and early 20th century, Littleton's economy largely served and supplied the surrounding agricultural community of farmers and ranchers. Water and power provided by the Platte River, combined with the town's early rail transportation, made it an ideal location for a number of agricultural-based industries. The 1867 Rough and Ready flour mill was the first of these, milling wheat for area farmers. Similarly, Littleton's early dairy, cheese, and pickle industries processed, preserved, packaged, and distributed farm products on a local, regional, and national level.

In 1903, the Arapahoe Electric Light and Power Company was granted a franchise to install power lines and provide electricity in Littleton. That same year, the "Industrial League," formed by a group of Littleton businessmen to attract jobs, provided thirty-five acres of land just outside of the city limits to attract its first non-agricultural industry, the Denver-based J. George Leyner Engineering Works Company. The firm built an industrial complex on the site to manufacture mining equipment. In 1912, Leyner was purchased by Pennsylvania's Ingersoll-Rand Company, which continued manufacturing equipment until 1929 when the Littleton plant was closed due to increased freight costs.

Prior to 1949, four other manufacturing firms located in or near Littleton. These firms became the city's primary employers and created a national and international reputation for Littleton. All were capital-intensive heavy industries that employed a largely blue-collar workforce. Though a few manufactured items for the home consumer market, the majority of their products were sold to other industries, commercial buyers, or dealers.

Coleman Motors Company, founded in Littleton in 1916, manufactured a patented kit that was used to convert cars and trucks to four-wheel drive vehicles. The firm also excelled at designing and manufacturing customized vehicles for specialized uses. In 1948, the firm merged with the Omaha-based American Road Equipment Company and was renamed American-Coleman.

Denver's Red Comet, Inc., began manufacturing fire extinguishers in a leased building on the Ingersoll-Rand site in 1919. In 1931, the firm relocated to Littleton. It was nationally known through its direct mail and magazine advertising sales.

In 1945, the O.K. Ko-Op Rubber Welding System purchased the Ingersoll-Rand property. The firm, founded in 1933 in Nebraska, manufactured equipment necessary for the repair and recapping of all kinds of tires and rubber boots. Similar to Red Comet, its products were sold by a national network of operator-dealers and exported abroad. The firm's facility included a fully equipped machine shop that took on work for other area firms. O.K. Rubber also sold and leased portions of the Ingersoll-Rand site, operating, in effect, as an incubator for commercial and industrial development.

Heckethorn Manufacturing and Supply Company (Heco) was founded in Littleton in 1938 to manufacture pulleys and hardware. Prior to and during the war years, it was Littleton's largest employer. In 1947, a tour by the Littleton Business Bureau revealed over 100 items in production including multiple versions of fractional horsepower pulleys, 27 varieties of gas cocks and heater valves, gas appliance pressure regulators, screen and storm door closers, lawn sprinklers, brass garden hose nozzles, couplings and adapters, air nozzles and connectors, pipe fittings, and aluminum fittings. In addition to their own production work they also did contract work for other manufacturers.

During World War II, all four of these manufacturers had major military contracts.

## Industrial Growth 1949 to 1967

In 1957, the Chamber of Commerce heralded "Colorado's No. 1 Industrial Town," saying "Littleton in the past seventeen years has become the No. 1 industrial community in Colorado for cities under 10,000 population." The group held an event at the former Safeway store on Main Street to introduce the town's new residents to all the city's industries. Three of Littleton's pre-war industries headed the list: American-Coleman, Red Comet, and O.K. Koop Rubber Welders.

**Pre-War Heavy Industry After 1949**
***American-Coleman Motor Company***
A 1949 *Independent* editorial, noting the resources expended by Colorado to attract new industry, suggested that state and county road departments give due consideration to Coleman for equipment contracts. The article contended that large Midwestern truck concerns had succeeded in manipulating bid specifications to the disadvantage of Coleman, but, given a level playing field, Coleman offered a competitive price on a superior product. That same year, the firm operated at full capacity providing large, front-wheel drive trucks to the Colorado State Highway Department and the United States Air Force. Another $300,000 military contract provided vehicles to tow B-36 bombers. The firm's military work continued to expand throughout the Korean War of 1950 to 1953. In 1950, an Air Force contract for $1 million prompted the addition of a swing shift at the firm's machine shop. In 1951, Coleman announced that another $9,500,000 Air Force contract for bomber towing vehicles would double their workforce and by 1952 the firm employed 460 at the Littleton plant. In 1954, American-Coleman provided 8-ton tractors for the U.S. Army engineers that could be dropped by parachute into remote areas. By 1961, the firm had produced 1,197 model MB-4 aircraft towing tractors and the units began to be shipped for use at overseas Air Forces bases.

In 1954, Coleman also emerged as a shipping industry leader. The *Wall Street Journal* described the firm's entry into "Piggyback" hauling, in which loaded shipping containers move between specialized container ships, railroad cars, and tractor trailer trucks. In limited use as early as the 1830s, "Piggyback" eliminated the unloading and reloading of goods between ships, trains and trucks. However, it was not until the 1950s, when U.S. standards were developed by the Department of Defense and endorsed by the International Organization for Standards (ISO), that the seamless transfer of standardized containers between varied forms of transportation revolutionized international shipping. Coleman partnered with Brandon Equipment Co. of Chicago, one of the oldest railroad equipment companies in the U.S. to develop and manufacture a specialized tractor to move containers between trains and truck trailers.

A 1958 *Independent* article reported that Coleman doubled its revenue from $1,250,000 in 1955 to $2,500,000 in 1957. The article noted: "The Littleton firm, oldest major industry here, is continuing to make front-wheel conversion units so that nearly all the better-known two-wheel drive trucks can be converted into four-wheel-drive at any well-equipped garage... A new development is the manufacture of Coleman driving wheels and axles that go right into the plants of International Truck Co. at Ft. Wayne, Ind., and the Mack Motor Truck Co. in Allentown, Pa. This is the first time that Coleman equipment has gone into trucks at the time of production."

By 1961, the firm had dropped to ninety employees, but was still creating custom vehicles for specialized applications. In February of that year, Coleman successfully tested a truck with rotary snowplow on Mount Evans for use by an American mining company in their operations in Chile. The article noted that the "International Airport" in New York used one of these trucks to clear snow from its runways.

American-Coleman was a union shop and the firm experienced some labor problems in the post-war years. In 1952, the union rejected Coleman's contract offer, walked out in February, and reached a settlement in March of 1953. A protracted conflict also occurred in 1959-60 in which the firm offered a reward for the identification of union members who vandalized vehicles of new employees hired to replace striking workers. The union, United Auto Workers 213, and Coleman traded blows through large display ads placed in the Littleton *Independent*. The union sought the support of Littleton retailers in an ad "...UAW Local 213 does not believe that we, as citizens of this community, must accept dictatorial terms of the employer which act to weaken the entire community through loss of purchasing power."

Coleman prospered through the 1960s. In 1961, snowplows were built for Dulles, Baltimore, Pittsburgh and Yellowstone airports. In 1963, with

slightly over one hundred employees, the firm won a $1.8 million U.S. Air Force contract for 121 large aircraft towing tractors. In 1965, Coleman was purchased by Kansas City Southern Industries, Inc., but the Littleton plant continued production. In 1967, the firm announced its entry into jet cargo scissor-lift "belly loaders" and a rear loading version for larger planes. The new loaders were critical to airlines in speeding loading, unloading, and reducing idle plane time. At that time, the firm employed 200.

Throughout the years, Coleman was active in Littleton events, often displaying its new equipment in Main Street parades. Coleman equipment was used by the local Fire Department, and a Coleman bulldozer was paraded down Main Street prior to a national television appearance. The firm remained in successful operation at the end of 1967.

***Red Comet, Inc.***

An *Independent* article of 1950 reported "Today the shooting-star trademark of the [Red Comet] firm is familiar throughout the United States, Canada, and in many foreign countries, altho dollar shortages and war have taken a big slice out of the foreign market... In spite of the falling off of foreign shipments the total sales figures continue to climb... The 2,000-man sales force of a year ago has been increased to 3,500 at present... The Littleton post office disclosed this week that Red Comet far outstrips other Littleton industries in postal receipts." By 1961, the *Independent* reported that Red Comet led in the sales and manufacturing of automatic chemical sprinkler fire control equipment and that 500 distributors in the U.S. and abroad sold the company's products. The firm rewarded its employees with a profit-sharing incentive plan initiated in 1947. The firm also helped develop and sell other new products including a motorized "power-caddy" to reduce golfer fatigue and a pneumatic tire changer. Red Comet was still in successful operation at the end of 1967.

Red Comet was a good example of why some industries became unwelcome in expanding suburban residential communities areas after the war. The firm bought large quantities of carbon tetrachloride from Dow Chemical Company that were transported underground from the Denver & Rio Grande siding to the Red Comet warehouse and stored in a 17,000-gallon tank. To protect against corrosion, air entering the tank was filtered through sulfuric acid to remove any moisture. The potential dangers presented by this situation were highlighted in a 1957 "Commerce Comment" column by Frank Flesher, apparently in response to complaints from new residents about the inadequacy of the city's infrastructure. He pointed out that while taxes were increasing for all of Littleton, taxpayers within the original town boundaries were not receiving proportional benefit. Flesher then offered a horrifying scenario: "An old water main system in S. Nevada and S. Curtice is so totally inadequate that if a fire ever broke out in the Littleton Independent office, for instance, and the wind was right, two blocks of Main street, Heco, American Coleman, and everything in between could go up in flames in one night! WHY? Because there is no pressure... water mains in that area are too small... Every businessman in the area is paying terrific fire insurance premiums because of this condition... If the experts' figures are correct, Littleton industrial firms are paying the taxes that give residential areas the services they are demanding. Let us not kill that goose that lays our golden egg!"

***O.K. Ko-Op Rubber Welding System***

Immediately after the war, O.K. Rubber profited from a pent-up demand for tires that resulted from war-time rubber shortages and rationing. This was followed by an explosion in post-war automobile sales, promoted by inexpensive gasoline and the 1956 Interstate Highway Act that encouraged long distance travel and commuting between suburban homes and urban workplaces. By 1954, O.K. Rubber had over 1,200 operator-dealers and seven warehouses in the United States. It served foreign markets through a Denver export firm. In 1958, the firm recorded a record volume of $11 million in sales and was honored by the Chamber of Commerce at a banquet to honor O.K.'s annual convention and twentieth-fifth anniversary celebration.

O.K. Rubber promoted and sold their products through independent dealers who sold new O.K.-brand tires and did tire recapping and repairing. These "Auto Float" Franchises granted dealers a specified territory in which to operate and provided advertising and promotional materials featuring O.K. trademarked brands. By 1960, O.K. Rubber had the largest organization of franchised independent tire repair dealers in the United States with sales of more than eight million dollars.

In order to train and inform their dealers, O.K. Rubber began to hold annual meetings in Littleton's Grange Hall. The event quickly grew,

and by 1954, the first and largest ever week-long convention was held at the Arapahoe County Fairgrounds, drawing 600 dealers from 48 states, Puerto Rico, Brazil, Central America, Canada and Cuba. For the first time, the conference included elaborate booths displaying the latest equipment of national suppliers, and educational lectures were provided on customer sales and service. Special tours and entertainment were provided for the 200 wives that had accompanied their husbands. The event culminated with two parades of white cars, station wagons and trucks bearing the O.K. trademark through Denver and the surrounding area.

Events such as this joined the dealers, originally linked only in name, into an organization that shared technical and business management ideas and created a unified appearance and identify for the individual franchise locations. One of O.K. Rubber's marketing innovations was "Outside Merchandising," initiated when their dealers noted that the more tires were displayed outside their garages, the more tires they sold.

In addition to the factory, an O.K. Rubber store opened at 3384 S. Broadway in Englewood. In 1957, the Tompkins O.K. Auto Float store opened in Littleton and was named the most beautiful of the 1,500 franchise locations. In 1961, the firm announced the establishment of a tread rubber plant in Guntersville, Alabama, but no possible impact was discussed on the Littleton plant. In 1962, one of the founder's sons and a number other staff members left to form Big O Tires, the "O" referring to the "O" in O.K. Rubber. In 1963, the name of the firm was changed to O.K. Tire and Rubber Company, reflecting a decrease in the firm's retread work. O.K. Rubber itself remained in successful operation at the end of 1967.

***Heckethorn Manufacturing and Supply Company***

After the war, Heckethorn (Heco) continued to win contracts from the U.S. military, producing 3.7 million victory and campaign service medals for World War II veterans. Ammunition contracts continued as well, with Heco producing 320,000 57mm projectile shells for the army. Between 1949 and 1953, Heco's production levels and employees rose to their highest level ever, spurred by major military contracts for rockets and 57mm shells. In 1949, it employed 400 men and women, its greatest employment since war's end. Then, a series of large orders for the Korean War pushed production and employment back to their World War II peak. In 1951, Heco added two new buildings, had its first million-dollar revenue month and its payroll reached 1,000 men and women. The firm built new production and cafeteria buildings and secured a three-year lease on one of Coleman's buildings.

Throughout this period, Heco was plagued by almost continual union unrest. In June of 1950, UAW-CIO union employees threatened a walkout after management rejected a 15 cent increase in their hourly wage, a dispute resolved in December with a 10% wage hike and second production bonus. A second strike over the firing of two union men ran from late 1951 through March of 1952, at which time a three-year union contract was signed. In 1952, the firm laid off 650 workers from July through August, unable to secure production material due to a steel strike. Its workers lost $150,000 in wages due to the layoffs, but in October they received two cost-of-living increases. In May of 1953, the firm celebrated the delivery of its 5 millionth rocket to Korea. On July 1st, Heco workers went out on strike. In December, union workers again walked out. In January 1954, Heco reduced its work force by 19%, or 325 workers.

With the end of the Korean War, Heco urged "don't be afraid of peace," assuring the Littleton community that the firm was working to develop new products. In the late 1940s, Heco had begun manufacturing shock absorbers at the Littleton plant. It now undertook an aggressive research and development campaign on a new series of products largely related to the automobile industry including new brake and ignition systems. Heco also purchased an auto seat cushion plant with 120 employees in Oklahoma City. Simultaneously, it continued to win large military contracts including $3.5 million for the renovation of a million rockets and $3.25 million for 1.4 million incendiary bombs. The union unrest also continued. In January of 1955, another strike was threatened and in May, 400 men went on strike. Heco granted a 5 cent per hour increase with another 6 cent increase to follow later.

In February of 1956, the *Independent* announced that Heco was expanding to the south to manufacture shock absorbers in Dyersburg, Tennessee. The city, fifty miles north of Memphis, had built a 55,000 square foot building to Heco specifications and leased it back to them. Simultaneous with the announcement, Heco ran a full page ad entitled "An open letter to all employees and friends of Heco," stating that the new Dyersburg operation was no threat to the Littleton operation. But on

April 26, 1957, the *Independent* announced "W. R. Heckethorn Moving South; Heco May Quit Local Operation." The article revealed that the firm had already begun a shift in operations to Dyersburg, Tennessee, quoting lower transportation costs to Eastern markets, lower electricity prices, and lower wages for undoubtedly for non-unionized employees. Executive Vice President W. R. Heckethorn also announced the sale of his Denver home, and his plans to move his family to Dyersburg in the fall.

Heco's Littleton plant was to continue manufacturing mercury switches for the Ford Motor Company, but later that year, Heckethorn announced the closure of the Littleton plant and the relocation of all the firm's activities to Dyersburg.

**Post-War Heavy Industry**

***Mohawk Tire***

Mohawk Tire was founded in 1913 in Akron, Ohio, known as the "Rubber Capital of the World." Beginning in 1871, Akron had became home to major factories of the Goodyear Tire & Rubber Company, the B. F. Goodrich Company, the Firestone Tire & Rubber Company, and General Tire and Rubber. In February of 1950, Mohawk Tire purchased a large building on the former Ingersoll-Rand property from O.K. Rubber to serve as a manufacturing facility for tire repair and retread materials including camelback, cord fabric, cushion gum, tread stock and vulcanizing cement. The firm located in Littleton to serve as a supplier to O.K. Rubber. In a 1957 *Independent*, the president of O.K. Rubber was shown receiving the 179,000th tire marking the first anniversary of a new Mohawk tire factory in Arkansas, which supplied new tires and recapping materials for O.K.'s southeast franchisees. Mohawk Tire's Littleton facility was still in successful operation at the end of 1967.

***Electron***

Early in 1948, O.K. Ko-op Rubber Welding System sold the largest masonry building, a large government-constructed frame warehouse, and four acres of the Ingersoll-Rand site to the Electron Corporation of Denver for $120,000 to $150,000. An additional $250,000 was to be spent by Electron to prepare the site for production.

Frank L. Tettemer, the grandson of Denver's John K. Mullen and heir to his vast wheat milling and investment banking fortune, originally founded the firm. Tettemer was born in Denver, attended Regis High School, then went east to attend Canterbury School, a Connecticut college prep school, and Princeton, studying mathematics and physics, including courses with Albert Einstein. Tettemer founded the firm in Denver in 1937 as Animated Products, Inc., to manufacture animated neon signs. In 1938, the firm became the Electron Corporation, its new name combining "electric" and "neon." That same year General Electric produced the first commercial fluorescent light bulb and, within the year, Electron began mass-production of fluorescent light fixtures.

With the outbreak of World War II, Electron established a ten-man machine shop in Denver, producing aircraft and submarine parts, and other wartime products. By war's end, the machine shop employed 175. Fluorescent light fixture production resumed under the Sheet Metal Division. In 1945, Tettemer purchased Denver's Alden Sign Company and consolidated it with his signage business.

A Machined Products Division had begun to manufacture "sheaves" from gray iron castings purchased from independent foundries. Sheaves were integral to the transfer of power from motors to machinery. This work enabled Electron's seamless and profitable transition from wartime to post-war production as its military contracts were terminated. Discovering that the quality of gray iron castings failed to consistently meet their standards, Electron bought, but quickly outgrew, a small Denver foundry producing their own castings. Tettemer then made the decision to construct a new, modern gray iron foundry that would meet the stringent standards of Electron and provide castings for other companies as well. The Littleton site was purchased and construction on the foundry building was begun in summer of 1948. By 1950 the plant began partial operation. The *Independent* reported "The foundry is strictly modern, highly mechanized, very flexible and has a maximum capacity of 250 tons of gray iron castings in a 16-hour-day — more than double the capacity of any other gray iron foundry in the Rocky Mountain area." Twenty-seven warehouses throughout the west and mid-west were scheduled for completion by 1951 in order to facilitate product distribution to Electron's national client base.

By the end of 1950, the Foundry Division was fully operational, the Sheet Metal Division had relocated from Denver, and Electron occupied eleven acres of the former Ingersoll-Rand property. The *Independent* reported, "The facilities of The Electron Corporation now represent a capital investment of

well over three million dollars. The company paid $650,000 in wages last year, 98% of which was in Denver and Littleton. The company employs 250 persons at present, but by the middle of 1951 that number is expected to double and will continue to increase thereafter. The estimated 1951 payroll will exceed one and a half million dollars." Between 1951 and 1964 the number of employees increased from 100 to 245. In both those years, Electron workers voted against unionization, freeing Electron from the strikes and bargaining that plagued both Heco and Coleman in the post-war years.

By the end of 1952, Electron had consolidated all its operations at the Littleton location. Between 1955 and 1966, multiple additions and improvements increased the size of the plant. In 1956, the firm's clients included Cessna, Tulsa oil well drilling supply houses, Quickway Shovel Company, Standard Steel of Kansas City, Beech Aircraft, Minneapolis Moline, General Motors, Allis Chalmers, and American Coleman. Expansion continued and the company announced that 1966 was the most profitable year in the firm's twenty-eight year history. At the close of 1967, Electron was still in successful operation.

Despite its financial success during the post-war period, Electron also found itself at the center of a local debate that reflected national concerns about environmental pollution. The *Independent* asked "Does Littleton, like Los Angeles and other industrial cities, have a smog problem?... If there is a possibility that smoke from stacks in the area is causing damage to cars, roofs, and health, the council has intimated that it will attempt to draw up a controlling ordinance to govern industries within the city limits." The question arose after O.K. Rubber employees claimed that Electron's smokestack emissions damaged the paint on their automobiles and made it difficult to breathe on some summer days. The Littleton City Council was approached to investigate the issue.

Decades of uncontrolled pollution, growing auto use, and local climate and geographic conditions had combined to create increasingly unhealthy air quality in the Denver metro area. At the Tri-County District Health Department, composed of Adams, Arapahoe, and Douglas counties, calls and petitions about air pollution increased over 400 percent between 1957 and 1958, when 1,440 complaints were received. In 1959, the area coined its own word for the increasing local pollution — "smaze." "Smaze has, at times, obscured the view and blotted out the sun over Denver and, at any time, contains substances responsible for irritation to the skin and eyes and when breathing." Though Electron initially denied any culpability, between 1961 and 1964 the firm installed new, more efficient equipment and pollution control devices, announcing, "The acrid smoke that used to come from the Electron Corp. is now a thing of the past."

Littleton's air pollution was a larger issue, however, and another *Independent* editorial asked: "After industry has done its civic duty, should we motorists be allowed to contaminate the air that a million metro citizens breathe? " Suburban homeowners burned trash in their backyards on a daily basis, and long-term residents might have remembered the summer of 1949, for example, when the city sprayed a thick fog of DDT and Chlordane throughout town to control insects while advising citizens: "It is well to keep pets out of the fog, as it makes their eyes smart."

Nationally, Los Angeles was the first city to enact air pollution legislation, the 1947 Air Pollution Control Act. In 1960, the Federal Motor Vehicle Act was enacted, requiring research on automobile air pollution. It was followed by the 1963 Federal Clean Air act, amended by the 1965 Motor Vehicle Air Pollution Control Act, which provided for direct federal regulation of air pollution and the establishment of auto emission standards. In 1962, the nation was galvanized by the publication of Rachel Carson's *Silent Spring*, which attacked the indiscriminate use of pesticides. Amplified by the massive defoliation tactics used in Viet Nam, a groundswell of environmental activism began during this period that brought about the 1970 inception of the United States Environmental Protection Agency (EPA) and still continues today in the focus on building a "Green," or ecologically friendly and sustainable, society.

**Research and Development Industry**

As Littleton's heavy industries underwent increasing scrutiny in their now-suburban setting, a new category of firms that combined non-polluting industrial production with scientific research and development facilities began to dominate the area. They employed a nationally-mobile class of highly educated scientists, mathematicians, engineers, and white-collar professionals. Some of these firms were located within the city limits. Others were located in unincorporated Arapahoe and Jefferson Counties, and Littleton was the closest "bedroom" com-

munity and retail shopping area. These post-war industries took a new physical form – the suburban, corporate campus.

***Ohio Oil Company***

Littleton's first firm in this new industrial category was the Ohio Oil Company. It originally consisted entirely of a laboratory for research and development. The company was organized in 1887 by fourteen independent oil producers in northwest Ohio. It was a leading international producer of crude oil, and a processor and distributor of gasoline and other oil products. The firm's expansion in the post-war years and its appearance in Arapahoe County reflected the rapid growth of automobile and truck use that accompanied the expansion of the interstate and regional road systems.

Early in 1955, the company's purchase of an 80-acre site on South Broadway was announced. Reasons given for the selection of a Denver area site included its central location in the geographic area served by Ohio Oil -- from Ohio to California, and from Texas to the western provinces of Canada. Joint oil exploration programs were also underway in Egypt and the British and Italian Somali lands in Africa. The company had originally chosen a site immediately adjacent to the Valley Highway, but was persuaded to select the site closer to Littleton in its place. Arapahoe County commissioners including John V. Christensen and former Littleton High School football star and Van Schaack realty agent Harold W. Ingraham successfully promoted the change. Since the site was located on unincorporated land, Arapahoe County was responsible for the rezoning of the property from agriculture to industrial. It was subsequently annexed to Littleton in 1974. W. H. Barlow, manager of the company's research department, was quoted in the *Independent*: "Because of the attractive building, neatly landscaped premises, the high caliber personnel to be employed, and the quiet scientific nature of the work, we foresee no zoning difficulties. The building will be up-to-date in every respect and will be of attractive design outside and in. It will be quite similar to modern scientific laboratories on the campuses of several of your Rocky Mountain colleges." The lab was to employ 75 scientists, headed by Dr. W. Jacque Yost, and 25 secretarial, clerical and maintenance staff. Nationwide, the firm employed more than 6,300.

Ohio Oil President J. C. Donnell II specifically cited "Denver's progressive citizenry and its ideal climate" in the company's decision to locate in the area, along with the regional presence of other research facilities including the "laboratories of the U.S. Geological Survey and Bureau of Reclamation in Denver's Federal Center and of the Bureau of Standards at Boulder, Denver University's fine research institute, the scientific laboratories and libraries of Denver University and of the Colorado School of Mines at Golden and the University of Colorado at Boulder." Representatives of all the regional universities and scientific organizations attended the facility's ground breaking ceremony on April 29, 1955, and Donnell, in his opening remarks, explicitly observed that these groups and individuals were expected to "stimulate our scientists in their research efforts." Donnell's further remarks on that occasion demonstrate how these new suburban industrial research facilities were perceived and realized during the period: "This is an important occasion for The Ohio Oil Co.," he said. "In breaking ground for our new laboratory, we are venturing into a new field -- organized research. Research has grown to be a symbol of the American way of life. It implies a faith in the scientific method, and we fully expect research to help us progress in the highly competitive petroleum industry... "

His comments also were very specific about the role that the firm's employees were expected to play in the community. "We are grateful for the cooperation and assistance which have been extended us from so many people here. We felt that we were being welcomed, and in this we were not surprised because the company has had a long experience in [oil exploration in] the Rocky Mountain area and is more than familiar with western hospitality... It is, and always has been, a policy of The Ohio Oil Company to encourage its officers and employees to participate in community affairs wherever it operates. I know the scientists, engineers, and administrative personnel who will be located here will conduct themselves as good citizens. You may be assured of their cooperation."

The building, originally estimated at 45,000 to 50,000 square feet, was designed by Wilbur Watson Associates, Engineers, and built by Sam W. Emerson Company, both of Cleveland, Ohio. Watson Associates was founded in Cleveland and based its initial growth on bridge design and construction in the region. They designed the 1929 Goodyear Airdock in Akron, Ohio, to serve as a construction facility for U.S. Navy airships. At the 1939/1940 World's Fair in New York, they were

involved in the design of both the B. F. Goodrich and Firestone Tire and Rubber Buildings. They became well known for the construction of large industrial buildings including the Painesville, Ohio, Industrial Rayon Corporation and Cleveland's Ravenna munitions loading plant. They designed numerous buildings on the campus of Case Western Reserve University, Watson's alma mater. Wilbur Watson Associates also designed other buildings for Ohio Oil nationally, including the 1948-1956 Ohio Oil Company Building in Casper, Wyoming. The Arapahoe County building was a low, horizontal complex designed in the International Style. It was primarily constructed of red sandstone on a steel frame. Operations at the site began in mid-1955, and the *Independent* ran a feature article with photographs of the main lobby, dining room, library, laboratory spaces, and assembly room. In 1958, two wings were added that increased the building to 70,000 square feet and the working space for the scientific research staff by 135 percent. In addition to the new lab space, the wings included an expanded library, a computer room, and professional offices, also designed by Watson Associates and built by Emerson with Denver subcontractors.

A 1956 article said "The research staff has already made contributions in the growing field of petrochemicals; however, the other potential areas of interest include oil shales, tar sands, and the production of synthetic liquid hydrocarbons." It quoted President Donnell: "Nor do we intend to neglect the investigation of energy from sources other than fossil fuels." In 1961, Ohio Oil became a petrochemical supplier when it began to provide Dow Chemical Company with 20 million gallons annually of a benezenetoluene mixture. A Petrochemicals and Geological Services building were added to accommodate the 170 men and women then employed at the facility. In 1962, when the facility formally changed its name to the Marathon Oil Company Research Center, its 220 employees gathered to share 75th anniversary greetings with 23 other offices around the country and heard prerecorded greeting from its international offices.

The firm's employees, as stated at the Research Center's grand opening, played a vital and highly visible role in the community. In a 1958 article, "Dr. W. Jacque Yost, director of research for the Ohio Oil Co., announced today that during 1957 nearly 1,000 people interested in science toured the research center. Of this group nearly 500 were science students from 14 nearby high schools, colleges, and universities. Also, some 125 math and science teachers were guests during the year..." The firm helped secure more Littleton science teachers and offered scholarships to local students. The Marathon Oil Company Research Center remained in successful operation at the end of 1967.

***Glenn L. Martin Company***

In November of 1955, the *Independent* announced "Factory 9 Times Size of Heco Slated Southwest of Littleton." The Glenn L. Martin Company of Baltimore, Maryland, planned to locate a new production and research division in neighboring Jefferson County. Martin himself, who died in December of 1955, was an early pioneer in the development of airplanes in the United States and was at one time in partnership with the Wright Brothers. Before 1960, when it ceased aircraft production, the firm produced over 11,000 planes, largely military bombers. It was also a training ground for some of the industry's most important aircraft innovators including William Boeing, Donald Douglas, Lawrence Bell, and James S. McDonnell, each of whom founded companies bearing their names.

The Jefferson County location was initially chosen to win an Air Force contract to develop a new inter-continental ballistic missile system far from any location where it might be vulnerable to missile-firing enemy submarines. The Denver area was selected from ninety-eight potential locations for its livability and attractiveness to employees, and because it combined accessibility to a major metropolitan area with the remoteness necessary for missile tests. "By the time the Air Force made their contract award, they had backed off on security considerations that originally dictated a mid continent manufacturing location, leaning toward the convenience of the proximity of the competing contractors to the Air Force in California and Washington state. By then, however, Martin's management was dedicated to moving to Denver, so we actually had to sell the Air Force on their own original idea."

The contract won, Martin representatives sought the necessary land. After a disappointing property search with a local real estate broker, Calvin Snyder, director of the Denver Chamber of Commerce, prevailed upon the Martin representatives to stay a few more days. Within a single weekend, Snyder and his associates assembled seven thousand acres for the firm in the foothills near Littleton. As the closest established municipality,

the city became Martin's bedroom community and the location of two associated facilities. Between December of 1956 and 1957, plant employment jumped from eight hundred to 5,000 employees. In 1960, 1,875 Martin employees lived in Littleton, representing 34% of all Titan employees and $22 million in pay.

Martin's revenue was derived exclusively from federal military and space exploration contracts. The design and construction contract for the Titan missile, the initial impetus for the new plant, was the economic foundation of the facility for nearly four decades, at one time employing as many as 18,000 individuals. By the late 1960s, hiring had dropped to 3,200, but the firm ultimately won a series of major space contracts, including integral portions of the Viking program, which landed two spacecraft on Mars.

The Martin plant was designed by the architecture firm of Smith, Hinchman & Grylls, Inc., of Detroit, Michigan. Original plans called for 500,000 square feet of floor space in a main building for manufacturing and assembly, an administration building, and two buildings to house test facilities. The contract was won by Peter Kiewit Construction and work began on February 6, 1956. It was reported that 10,000 men were hired to rush the job to completion, with laborers earning $2.25 an hour. The remoteness of the site required the state to build new arterial roads, and some $90,000 was spent improving Plum Creek Road to the Martin factory. In 1957, Platte Canon Road was improved in order to facilitate the delivery of a 116-ton machine to Martin, and in 1958, the state expanded Highway 75 to four lanes. The engineering and manufacturing buildings were occupied by year-end, with two huge parking lots, 600 phone extensions, and a employee cafeteria. Three hundred workers moved into the Kassler plant on November 30, 1956, and production began 75 days later.

In March of 1958, Martin announced its purchase of the old Heco plant on Prince Street for $300,000 and the transfer 700 workers from the main Kassler plant to the Littleton location. The 87,000-square foot plant had parking for 300 cars, considered adequate by Martin since many of its workers carpooled. The new plant manufactured "ground support equipment." To maintain communications and move employees between the two locations, Martin operated a shuttle bus that made thirteen daily trips. In 1960, the firm took a 3-year lease on a triangle of land north of Littleton cemetery to accommodate additional parking. Employees at Martin's Prince Street plant numbered 1,000 in 1960, and 1,200 in 1963. Martin had a second Littleton location at 1100 West Littleton Boulevard, where it housed 120 engineering personnel in a four-story office building. In 1961, Martin merged with the Marietta Company, an industrial giant that produced dyes, chemical products, lime, cement, industrial finishes, household supplies, construction materials, and printing inks. The combined employees of Martin-Marietta numbered 50,000. Martin, like other Littleton industries, was unionized. A November 1963 strike by 2,200 UAW workers took place, but lasted only four hours. In 1964, despite a reduction in the Martin payroll to 10,000 employees, down from a 1962 peak of 14,000, it was still the largest employer in the state of Colorado. By December of 1964, it had dropped to 7,000. Though its Jefferson County plant continued to serve as a major Littleton employer, its Littleton engineering office was shuttered and the Prince Street plant was closed in 1966. It was demolished for the creation of Arapahoe Junior College.

From 1955 to 1967, readers of the *Independent* followed every detail of the Martin Company on a monthly, if not weekly, basis. The local managers, complete with photos, home addresses, and biographies, were introduced in "Meet the 14 Men Who Direct 8,000 Martin Employes in Making the Mighty Titan ICBM." Local and national articles with Los Angeles and Baltimore by-lines kept the city appraised of Martin's finances, profitability, contracts details, and tax and charitable contributions. Employee awards and accomplishments were noted along with generous donations of time and money to local organizations. In 1962, the Martin manager headed the local Boy Scouts, and 364 Scouts and parents were honored at a recognition dinner at the firm's plant. Martin talks on topics related to the firm's work were regular events at the Chamber of Commerce, Rotary, and schools.

The huge number of employees that commuted daily to the Kassler plant resulted in increasing traffic accidents, including multiple chain wrecks. To manage traffic, Martin ran four staggered shifts that began work on the half hour beginning at 7:00 am. For summer, Martin moved the shifts one half hour earlier to allow workers to enjoy more daylight after the completion of their work day. The recreational activities of Martin employees, arranged by a full-time director, were a subject of on-going interest. Of the 27 recreational

activities, the most popular was bowling, with 1,200 workers forming 198 teams. Next was the Satellite Ski Club with 500 members, followed by softball in the local intramural league. The first of Martin's annual employee gatherings was held for 5,000 at the Elitch Gardens Amusement Park in Denver. In 1961, 35,000 Martin employees and their family members were expected at Lakeside Amusement Park.

Martin's presence in Littleton brought national attention to the city: "Wallace Wetfeldt of the National Broadcasting Co. is in town all week, working with a camera crew on an hour-long documentary for television. The NBC people are interviewing Martin Co. people and citizens on the relation of the defense plant to the community. These shots will be combined with those from other states for the network program..."

In 1961, the *Independent* printed the text of a speech delivered by Martin President William B. Bergen to the New York Society of Security Analysts in which he declared that Martin, though focused on military defense contracts, was "Ready for Peace." He related: "Obviously, a defense contractor such as the Martin Company, almost all of whose present business is in the development and production of weapons systems, would lose such business in the event of world disarmament... If we have the skills and management capabilities we think we have, I believe our company... could more than offset such a loss immediately with corresponding gains in the space business and in the business of devising and producing the complicated mechanisms of global surveillance that will be a vital corollary to keeping the peace once it has been achieved... In this way, a defense contractor is no different from a commercial manufacturer. When the commercial manufacturer finds his sales of a product falling off, he works on new models and new products. At the Martin Co. we are working on many very small contracts, counted in thousands of dollars rather than the hundreds of millions that are involved in major projects. But some of these small contracts are future giant programs in an embryonic stage. We look to them to be our near future."

The United States space program was accelerated after Russia's Sputnik launch and Martin's Titan missiles began a new life carrying NASA spacecraft beyond the earth's atmosphere. *Independent* reporting on Martin's work for the space program began in 1959 with a reprint of a Los Angeles byline article "Martin Co. Scientists Reveal How Satellites Will Rendezvous in Space; Space Platform 500 Miles Above Earth Will Control." The following week the Littleton Rotary club saw a model of an "Arcturus missile," in which eleven Titan missiles were combined into a single space vehicle expected to reach the moon in 1965. Martin's missiles, originally created to carry nuclear weapons to Russia, became central to the United States space mission. In a speech at the University of Denver Law Center, the head of Martin expressed his hopes for a friendly space rivalry and that space would not be used for war bases.

In 1962, U.S. Astronaut Lieutenant Commander Scott Carpenter, in Colorado to receive the University of Colorado's prestigious Norlin Award for distinguished alumni, visited the plant to thank Martin employees for their purchase of $4.5 million in U.S. Savings Bonds and to laud the firm for its Titan II and Mercury Project contributions. In 1966, after securing contracts associated with NASA's 1963-1972 Apollo space mission, Martin added a space simulator, utilizing over $2.5 million in construction materials provided by Chicago Bridge and Iron. Apollo's ultimate goal was to land men on the moon and then return them to earth.

***Ramo-Wooldridge Corporation***

In 1955, the *Independent* announced that the Ramo-Wooldridge Corporation would locate a major plant on 800 acres southeast of Curtis School, just west of the Valley Highway. The firm was based in a 180,000 square feet facility near Los Angeles International airport. The Ramo-Wooldridge site was chosen after ten cities, including Broomfield Heights and Fort Worth, Texas, had fought to win the new factory. Carl Berg, an independent industrial consultant from Denver, Don Carney of the First National Bank in Englewood, and the Englewood and Denver Chambers of Commerce were credited with securing the project for the area. Prominent home builder T. W. Anderson, who optioned 160 acres adjacent to the site, also helped close the deal. Englewood was expected to supply the water. Since Ramo would be located in Arapahoe County's School District #6, the Littleton school district would benefit. As with Martin, many Ramo-Wooldridge employees made Littleton home.

The firm set up temporary headquarters in part of the old Heco plant while awaiting the construction of their new 140,000 square foot building, built for around $1,485,000. Like Ohio Oil, it resembled a "modern school building" in a landscaped setting on the site. The plant opened in October of

1957 with 100 employees and a planned three-year increase that would bring the payroll to 1,500. By mid-1959, 400 were on the payroll but 1960 layoffs reduced that number to 385 by the time of an October open house.

Unlike other research-dominated firms that came to the Littleton area between 1949 and 1967, Ramo-Wooldridge did not evolve from late 19th or early 20th century antecedents. It was a new firm, founded in 1953 by President Dean E. Wooldridge, a former Bell Telephone researcher, and Executive Vice President Simon Ramo, formerly of General Electric's research staff. According to a 1957 Business Week article excerpted in the *Independent*, "In the closing days of a year that saw scientific achievement emerge as one of the dominant forces in our lives, two scientists-turned-businessmen are hard at work strengthening their personal headlock on the technological future."

Initially the firm focused on military contracts. For the U.S. Air Force, Ramo-Wooldridge acted as system engineer and technical director of the Atlas, Thor, and Titan intercontinental ballistic missile programs. In this capacity, it designed and manufactured equipment for locating and tracking enemy targets and directing military strikes against them. Computers played an important role in this work and Ramo-Wooldridge was an early leader in their design and manufacture. A subsidiary, Pacific Semiconductors, Inc., manufactured semiconductors and the Data Systems Laboratory in the Littleton plant produced the RW-300 computer, reported to be "the nation's first digital control computer." Standard Oil was an RW-300 customer in 1958. An open house announcement referred to the computer as "the command destruct receiver for blowing up errant missiles and commercial broadcasting equipment." The firm was also an early space program participant, forming a separate Space Technologies Laboratory, which, *Business Week* reported: "...is ready to exercise the same technical direction over complex manned space vehicles [and] special purpose satellites." Commercial production was anticipated in the future. Like Martin, due to the highly confidential and sensitive nature of the work, the site was fully protected by security guards. The firm's 1957 sales were $43 million. Research and management accounted for $35 million, and the remainder were tangible, manufactured products.

In 1958, Ramo-Wooldridge merged with its original financial backer, Thompson Products Company of Cleveland, Ohio, a major automotive and aircraft business, and formed Thompson Ramo-Wooldridge, Inc., later shortened to the TRW Corporation. In March of 1961, the closure of the local plant was announced due to the cancellation of military contracts. Though some of the 300 employes transferred to Los Angeles or Cleveland, most remained to find other jobs in the area. That same year, the plant and forty acres of land were sold to the Minneapolis-Honeywell Regulator Company. The balance of the acreage was sold separately in subsequent years.

Simon Ramo, also chief scientist and spokesman for the firm, was a frequent writer and speaker on important defense and space technology issues. Many of his comments appeared with New York and Los Angeles bylines in the *Independent*. Of particular interest were his articles on the role that the computer would play in the future. In 1958, Ramo announced, "Scientific developments in electronic computers and other synthetic intelligence devices may be more important in our race for survival than space supremacy." His speech before the Institute of Electrical Engineers on the "thinking machines" of the future continued, "Total brain power of a nation in the coming half century is going to be the determining factor in that nation's progress. However that ability is not set just by the number of human brains in each nation, but rather how those brains are used and how they are assisted by synthetic intelligence devices." In the 1960 article "A Genius Foresees Automatic Society," Ramo discussed the complexity of managing the increasing flow of new data: "…New conceptions are needed to assure order in this mammoth wave of things to keep track of; information to store, ponder, and filter; decisions to make with due consideration to a myriad of complicated relationships and rules. In short, man's brains and senses must and will be extended, sometimes replaced, with human intelligence elevated to a higher level of contribution... We are truly heading for the automatic society. The future society will be one of the better match between man and machines in the use of intelligence. To bring this about, synthetic intelligence will be mass-produced."

Ramo's big-picture view of computers was brought down to earth by Martin Company Vice-President Dr. W. L. Whitson in his speech "Schools Must Train Secretaries for the Space Age," given before the Denver Chapter of the National Secretaries Association. Whitson described the technologi-

cal efforts underway to develop what we know today as voice recognition software, optical character recognition, and other computer functions: "It would be no trouble, technologically, to build a memory unit into our wonderful typing machine. It could electronically record all correspondence for months or years in the past and make us a new typed copy in a few minutes when given the command by a couple of code keys; this would be far simpler, actually, than keeping a bunch of carbons in the file. How would you like to have a fact-finding machine? This isn't so far-fetched. Individuals and organizations could subscribe to a great, central fact depository – crammed with an ever-changing potpourri of names, addresses, historical facts, important numbers and useful information. Queries would be made electronically, and answers would be returned after the automated central depository pinpointed them -- all in a matter of seconds." Finally, he described "office-to-office television:" "It will be as simple to set up a TV conference across the nation as it is now to place a long distance phone call." The development of computers like the RW-300 were essential to the high-level research that took place at Ramo-Wooldridge, Martin, and Ohio Oil. In the early 1960s, computers also began to appear for broader commercial uses. In Littleton, this included the Littleton National Bank, the Arapahoe County Election workers, and Littleton High School.

***Minneapolis-Honeywell Regulator Company***

In December of 1961, the Minneapolis-Honeywell Regulator Company acquired the Ramo-Wooldridge facility. The firm dated to the 1885 invention of a furnace regulator and alarm by Albert Butz. A series of subsequent mergers and acquisitions resulted in the 1927 formation of the Minneapolis-Honeywell Regulator Co., the largest producer of high-quality jeweled clocks and a worldwide leader in the field of industrial controls and indicators. In 1942, an electronic autopilot developed by the company was critical to the U.S. war effort.

After the war, the company introduced the T-86 "Round" thermostat that became the most commonly used unit in the world, acquired and developed an important gyroscope company, and entered the fire detection and alarm business. Honeywell originally came to Colorado in 1954 after the acquisition of the Heiland Research Corporation, a manufacturer of oscillographs and electronic photographic flash units. In 1955, the firm established a joint venture called Datamatic Corporation with Raytheon Corporation and produced their first computer, the D-1000. It weighed 25 tons, took up 6,000 square feet and cost $1.5 million. After buying out Raytheon in 1960, the computer business was re-named Electronic Data Processing (EDP).

By January of 1962, the Heiland Division moved from 5200 East Evans Avenue in Denver and 75 employees relocated from their Beltsville, Maryland, Industrial System Plant. The Arapahoe County plant had 577 employees and was Littleton's second largest employer after Martin. Production included magnetic tape and oscillograph recording systems, photographic equipment, and electronic medical instrumentation. A representative reported: "We don't have contracts here with the government but do make things for defense plants like Martin, North American, and Boeing..." The Rubicon Division relocated from Philadelphia, adding the production of high precision devices for the measurement of voltage, current, and resistance. At that time, the plant had over 600 employees.

In 1963, the company's name was officially changed to Honeywell, Inc., the name by which it had been commonly known for the previous forty years. It launched a major new plant expansion that added 15,000 additional square feet on the west end of the old Ramo-Wooldridge building. Employment was up to 800 engineers, manufacturing, and office workers. Production was increased to include new scientific, laboratory, and photographic equipment. In November, Honeywell built a new 8,700 square foot sales office in the Denver Technological Center, a "planned prestige site for select light industry firms." Begun in the spring of 1962 by developer George M. Wallace, Honeywell was the second firm to locate there, following Lahana & Company, a sales affiliate for Hewlett-Packard electronics. Upon completion of the building, 100 staff members relocated from Evans Avenue.

In 1964, Honeywell received a $2,500,000 contract for the development of classified electronic equipment from the Department of Defense, reflecting the large engineering group within the facility dedicated to scientific research. A detailed article by the editor of the *Colorado Development Digest* described the operation in detail and reported 900 employees with a yearly payroll of $6,750,000.

In 1966, the firm installed its own Honeywell 200 computer for financial, inventory, and scientific use: "The computer system includes a central processor with 32,168 characters of main memory,

seven magnetic tape drives, a 650 line-per-minute printer, a card reader, a card punch, and a console typewriter." At that time, 1,100 employees were reported. In 1967, Honeywell submitted a bid to lease a Model 120 electronic data processing computer to centralize Arapahoe County records and information for $2,900 a month. It also announced increased earnings and 1,200 employees in two divisions. Finally, to assist with planning for NASA space flights into the 1980s, the local Honeywell plant announced its participation in Purdue University's $2.5 million Jet Propulsion Center. Honeywell's Arapahoe County facility was still in successful operation at the end of 1967.

***C. A. Norgren Company***

Unlike the Ohio Oil, Martin, and Ramo-Wooldridge plants, the 1957/1964 C. A. Norgren facility was within the Littleton city limits at the time of its construction, though located on recently annexed land. Also unlike these national firms, C. A. Norgren was launched in Littleton and historically rooted in the Denver Metropolitan area.

Carl A. Norgren founded C. A. Norgren in 1925 after he developed a specialized hose control coupling in his kitchen in Littleton, Colorado. In 1927, he invented the first aerosol lubricator. The firm, then located in Denver, played an important role as a military supplier during World War II. After the war, it relocated to an Englewood plant designed by architect Stanley E. Morse.

In 1957, Norgren's purchase of Denver's Stemac Company, the largest automotive nameplate maker in the U.S., created Norgren-Stemac. To house the new division's plating plant, C. A. Norgren purchased a portion of the Littleton site owned by the Metron Instrument Company. The thirty-acre site faced South Delaware Street to the west, South Bannock Street to the east, West Rafferty Gardens Avenue to the north, and West Powers Avenue to the south. The Norgren firm pledged Littleton "the best in industrial parks."

The Littleton site had been previously zoned for industrial use by Arapahoe County, but since the property was subsequently annexed to Littleton in 1956, it became necessary for the city to review and approve the zoning. To appease the Woodlawn-Broadmoor Civic Association, a homeowners group that had opposed the county zoning approval, the city's new Planning Commission proposed a new "Industrial Parks" zoning category, to be used for new industries in proximity to residential zones.

A Planning Commission sub-committee and the land owners found themselves at odds over the percentage of buildings to be allowed on the site and the setback of buildings from the street, especially where the property adjoined residential areas. Negotiations began with the sub-committee calling for 25% building coverage and 200-foot setbacks. The owners sought 75% coverage with 25-foot setbacks. The compromise plan sent to the town board by the full Planning Commission called for 50% coverage and 50-foot setbacks, and recommended that the new "Industrial Parks" zoning designation be applied to the site.

This process engendered a critical debate on the respective roles of the new Planning Commission and the City Council. The Broadmoor Woodlawn Civic Association warned that the Planning Commission's role was to establish the criteria for successful future developments, and that they had lost this perspective in their negotiations with Metron and Norgren. The sub-committee ultimately agreed that any compromise of Planning Commission recommendations was tantamount to an abdication of its planning function, and that only the City Council was authorized to negotiate zoning and planning issues with owners.

The site received the "Industrial Parks" zoning approval and in April of 1957, the Stitt & Herrick Construction Company broke ground for a 30,000 square foot building for C. A. Norgren. The building was sited closer to South Bannock Street, since the block to the east was zoned commercial, while the land adjacent to the South Delaware Street was residential. Initial plans called for finishing only 8,000 square feet of the building, constructed of buff glazed-tile masonry. The balance of the building, twenty-two feet in height, would remain an empty shell in anticipation of future growth. In 1960, however, due to rapid growth, the 1951 Englewood plant was no longer adequate for Norgren's needs. The firm sold the nameplate business to the Douglas Company of Minneapolis, and Norgren-Stemac, which had begun to produce die-castings and plastic moldings for C. A. Norgren and other clients, became an integral part of the parent company. Some machine operations and the engineering department were transferred from Englewood to the Littleton location. In 1964, C. A. Norgren expanded the original Norgren-Stemac facility to house the entire firm at the Littleton location. The local architectural firm of Moore and Bush, composed of Theodore Moore, Jr., and Arthur

Bush, were hired to transform and expand the original building for its new use. Their complete plans for the project are part of the Arthur Bush archive at the Colorado Historical Society Library.

The new Moore and Bush plan exemplified the post-World War II suburban research/industrial estate. The complex was recognized for its planning and architectural merits in the article "A Good Place to Work" which appeared in the May 1965 issue of *Factory Magazine* after the plant won one of their "Top Ten Plants of the Year" awards: "Just as Colorado affords a favorite place for play, so the C. A. Norgren Co. at Littleton (near Denver) presents an ideal place for work. The company has already won the affection of its more than 300 employees. Now it's gaining kudos from its neighbors, expects to remain a good citizen in the community for years to come... Framed against the Rocky Mountain foothills, the plant presents a cheerful welcome. Employees get their day off to a good start with a visual panorama of landscaping and architecture... Norgren's offices and plant combine native stone, masonry, brick and huge gray glass windows set in anodized aluminum to establish a pleasing effect. The 135,000 square-foot plant and 14,000 square-foot office area provide ample space for employees, most of whom work on the regular day shift."

The article goes on to describe the landscape, plantings, and the "built-in hose type sprinkling [that] eliminates hand watering." Employee recreational areas, cafeteria, and locker rooms were lauded, along with the details of the manufacturing areas, special lighting, fire protection, and climate control. The firm itself is described as a "serious, wide awake, progressive firm" that facilitates the movement of handicapped workers unable to negotiate steps and provides on-going status reports to employees on their profit sharing bonus plan.

The heart of the complex housed company offices and a manufacturing plant connected to a separate research laboratory by a covered walk. Their integration was described in the December 1964 issue of *Compressed Air Magazine*: "Centrally located in the manufacturing area are mezzanines overlooking the plant. These house the offices of various factory supervisors along with the industrial engineering department. Here, engineers design new products or modify and improve existing ones, construct test models, test them in the laboratory, and field test the product before it is added to the Norgren line. Then, field engineers with sales representatives supervise installation and operation on customer's equipment."

C. A. Norgren continued to develop new product lines, manufacturing pressure regulators, lubricators, air control valves and filters, all of which were marketed to users of compressed air equipment. By 1964, the geographic scope of the corporation included representatives and distributors located in 46 cities throughout the United States, and 50 countries around the world. In 1966, Norgren teamed with Martin to produce fluidic control devices for commercial use: "...the fluidic devices use a gas or liquid to perform some of the same functions as electronic circuits... Martin has developed missile guidance controls, fusing devices, and miniaturized computer components which employ fluidics." C. A. Norgren remained in successful operation at the end of 1967.

**Other Littleton Industry**

This section briefly addresses firms who made products unique to the period (Colorado Sectional Homes, Fox Metal Products, Verticel), whose products related to the larger industrial activity in the area (American Machine & Foundry Company, a national manufacturer who maintained a branch office in Littleton), or were firms of established business figures in Littleton (Heckendorf Construction and Bingo and Fire King).

***Colorado Sectional Homes and Fox Metal Products***

Partially and completely pre-fabricated houses have a long history in the United States, including the kit homes of the Sears, Roebuck and Company, which sold over 100,000 homes in the first half of the 20th century. In the post-war years, the federal government planned an important role for pre-fabricated homes to help ease the critical national housing shortage. Labor leader Walter Reuther endorsed an increase in the pre-fabrication to create year-round employment in the housing industry. Politics intervened, however, and most post-war single-family homes were still largely "stick-built," or constructed on-site using raw structural and finish materials. Large scale subdivision builders did begin to prefabricate some construction assemblies, including roof trusses, wall framing, and complete window and door units, but the promise of the true pre-fabricated house was not fulfilled.

Two Littleton firms were involved in the manufacture of pre-fabricated homes during this period. Colorado Sectional Homes Company was

established in 1946. In 1949, it employed fifteen workmen. The *Independent* described the sale and fabrication of one of the company's homes, and pictures one under construction in Littleton. The houses were approved for FHA and GI financing. The buyer selected his house and was given a set of plans in order to build his own foundation. "In the meantime, the house begins to take shape rapidly at the factory. Most of the house, partitions, ceilings, etc., are already cut and in stock. These parts are merely taken from stock, assembled, and packed. The outside walls, windows and door frames are constructed in sections, bolted into place and – presto – the house is ready to load onto the company's big, 32-foot tandem van for shipment." The company's homes were shipped to New Mexico, Wyoming, Montana, Nebraska, Oklahoma, and Texas, but as of 1949, only 10% of the homes had been sold in Colorado.

Fox Metal Products Company manufactured pre-fabricated aluminum homes. In 1949, the firm got a federal order for 1,550 pre-fabricated houses which Fox would sell to dealers. If the houses failed to sell, the government agreed to buy them back for 90% of Fox's $2,964 sale price. The fully erected homes would sell to buyers for less than $5,000. The firm also sold fifty homes to the atomic bomb community in Los Alamos, New Mexico, and to oil boom towns such as Rangely, Colorado. Fox Homes appeared before the Littleton City Council in 1948 to request that building permits be granted for the erection of their homes in the city. At that time, the firm claimed the distinction of being "the largest 'prefabricated home' factory between the Missouri river and the Pacific coast states." Like some other metal pre-fabricated homes of the period, Fox homes simulated wood frame construction in their design and finishes to preempt buyer resistance to the non-traditional material. The 1958 book *At Home With Tomorrow* by Carl Koch documents designer efforts to gain buyer acceptance and commercial success for the honest use of materials in pre-fabricated homes of modern design. It also includes a discussion of perhaps the best-known pre-fabricated house of the post-war period, the porcelainized-enamel steel Lustron homes. Fox Metal Products, unable to develop an American market, opened a sales office in Bogota, Colombia, for metal buildings and supplies. The *Independent* followed the story of Fox's sale and transport of five unassembled homes to Argentina. By the early 1950s, it appears the firm abandoned prefabricated homes, and was manufacturing everything from fume hoods for atomic research to storage bins for farmers. In 1952, Fox changed hands and in 1953, announced that it would produce Gibson tractors, formerly manufactured in Longmont.

***Verticel Company***

Verticel was founded in Littleton to manufacture a honeycomb paper product that found innovative applications in the post-war years. In 1958, the *Independent* reported, "Just recently it was found that the radar domes used on the DEW-line in the arctic regions were interfering with radio and radar signals. Because the honeycomb bends easily and allows signal transmission, it was chosen to be the base for new domes... " The product was also used by Martin in an unidentified application. Other manufacturers experimented with Verticel's product for possible use in cabinets, doors, floors, ceilings, walls, and trailers, for which it was covered with a thin coating of aluminum. The product was installed for an interior application in an experimental home Colorado Springs. The house was said to have been erected by nine men in just five hours, suggesting that it was a pre-fabricated home of some sort. The Verticel plant produced 20,000 board feet of the honeycomb material weekly on one shift with two workmen.

***American Machine & Foundry Company***

The American Machine & Foundry Company, based in New York City, leased offices in the 1960 four-story office building at 1100 West Littleton Boulevard. The creation of their Littleton office was due to the presence of Martin; the location was to house 100 employees working in the "Titan Field Operations Division," which provided launching systems for the Titan, Atlas, and Minuteman missiles. The firm was known for radar systems, undersea warfare equipment, and space environment equipment. But like Martin after its merger with Marietta, it was a wide-ranging conglomerate reported by the *Independent* to be the 130th largest American corporation: "It is the world's largest manufacturer of bowling and tobacco processing equipment, and a major worldwide manufacturer of specialized machinery for the baking, apparel, atomic energy and liquid conditioning industries an the government. It is also a leading producer of electrical products (relays, aircraft generators and inverters, automatic controls) and recreational products including Magic Triangle bowling accessories, Voit sporting goods,

Ben Hogan golf equipment, Roadmaster, and Junior wheel goods, and Wen-Mac engine powered model airplanes, cars and boats."

***Heckendorf Construction***
When Heckendorf Construction expanded in 1951, it was reported to be the city's fourth largest industry with a payroll of 45 to 85 men in a woodwork shop in Littleton and on the road in a Safeway grocery store modernization program all over Colorado, Western Kansas, Nebraska, Wyoming New Mexico, and southern South Dakota. The firm appears to have been solely a commercial builder. It is mentioned as the contractor for a number of major Littleton commercial buildings including the Woodlawn Safeway and Arapahoe County Welfare Building. The firm was only a small part of the empire of E. G. Heckendorf, who was an initial investor in the Climax Molybdenum Company outside of Leadville. A complete biography is outside the scope of this document, but he farmed 160 acres of his own, managed another 5,800 acres, and owned the Columbine Implement Company, an International Harvester sales and repair firm located on South Santa Fe. He was president of the Arapahoe County Fair Association, a member of Rotary, the Masons, the Grange, Holstsein-Friesian Association, Colorado Association, and the Civic and Commercial Association. A measure of his wealth was his 1950 purchase of the 87,000 acre Trinchera Ranch including Mount Blanca, the third tallest peak in Colorado. E. G. Heckendorf died at 86 in 1956.

***Bingo King and Fire King***
These two Littleton firms were created by E. R. Conrad after he left Red Comet, the Littleton firm that manufactured fire extinguishers. In 1950, he founded Fire King, which also manufactured fire extinguishers, and Bingo King, which manufactured and sold Bingo supplies around the world. Located on South Broadway, Bingo King was a major user of the Littleton post office, shipping its products around the world. In just seven months in 1960, it purchased $21,000 in postage and announced its single largest order to date: 30,000 bingo cards for GIs in South Korea and Japan. Bingo King and Fire King relocated to Englewood in 1962, but Conrad assured the city that it would continue to handle all of its mailing at the Littleton post office. A 1957 post office report showed that Bingo King, Red Comet, and O.K. Rubber Welders were the largest commercial postage users in the city. The receipts of the Littleton post office, which was assigned the 80120 zip code in 1963, grew from $101,686 in 1949 to $599,419 in 1965.

In July of 1966, the Gates Rubber Co., which already employed 700 residents of the Littleton and Englewood area at its Denver plant, optioned 490 acres of land then south of Littleton, north of County Line Road, and extending from Santa Fe to Broadway. Gates planned to build five one-story buildings on the site. The balance of the project development's history occurred after 1967. A general listing of other small and large Littleton-area manufacturers in no particular order includes Gilmore Puppets, Metron (precision instruments), E & C Pre-Cast Cement Company, Magic Lift Overhead Garage Door Company, World Wide Products (maker of Jack and the Beanstalk bowls), Windsor Manufacturing Company (shutters and jalousie windows), Petrolab Petroleum Laboratories (fuel treatment products), Coppco (concrete and corrugated steel pipe, including large diameter pipe for fall-out shelters), Ragdsdale Brothers Tool & Die Company, Western Aspen Excelsior Company (branch of a national firm converting aspen trees into excelsior filters and mulch), Hughes-Tyler Manufacturing Company (mining conveyor belt systems), Arapahoe Cabinet Shop, Bonebrake & Company (western silver belt buckles), Stanley H. Westby (gems and jewelry), Ferris Engineering Works (custom manufacturing), Edward Herkner (rifle scope mounts), Colorado Woodcraft Company (Timberline furniture), Your Beautiful (cosmetics), Colorado Chenille Company (bedspreads, bathrobes), Moore & Hansen (Pla-Mor Bingo Cards), and W. D. Herman (batteries).

**Industrial and Office Parks**
Modeled on suburban industrial parks created by individual corporations for their own use, speculative industrial parks for multiple tenants began to appear. Park developers identified promising sites in proximity to workers, power, water, sewer, and transportation services, often assembling multiple parcels of land and completing any necessary annexation or zoning changes. They then completed the basic infrastructure including roads and service hookups. Major landscaping was completed and individual sites were marketed, leased, or sold to individual industries that built their own facilities or provided drawings for developer construction.

In Littleton, this idea had a precedent in O.K. Rubber's operation of the former Ingersoll-Rand

property, which it had purchased in 1945. A 1947 front page *Independent* article discusses O.K.'s cooperation with the Rio Grande railroad to develop the site as an industrial center. It included 26 acres, a railroad siding, a number of unoccupied industrial buildings, and sufficient land for additional construction. At that time, O.K. and nine other firms operated or warehoused on the site including the Mineral Tile Manufacture, Precision Builders, Anderson Construction Company, the Plumbing and Heating Service Company, Huffman Sheet Metal Works, the Soil Conservation Service, the Midthun-O.K. Pattern Works, the Central Power Company, and the Littleton Gas & Appliance Company. This list evolved throughout the years and the site, annexed to the city in May of 1956, served as a important incubator of new Littleton firms.

***Koelbel Industrial Park***

Though the Littleton area's new research and manufacturing facilities were initially created by and for individual corporations, developers soon recognized their attraction to companies with lesser resources and space requirements. The elite corporate campus or estate evolved into the now ubiquitous suburban office park, with developers offering individual building lots on larger improved and landscaped sites, or leased space in speculative building complexes.

In 1957, Denver realtor/developer Walter Koelbel was granted rezoning approval for a 140-acre industrial park site in Littleton from "Agricultural 3" to "Industrial-1" with the provision that the "area be developed in accordance with generally accepted requirements of an industrial park area." The 140-acre site was selected for its proximity to "compatible industries" including Ohio Oil and Ramo-Wooldridge, and to transportation, including the anticipated County Line Road between Arapahoe and Douglas Counties. The South Englewood Water District provided tentative approval of water taps and septic tanks were to serve for sewage disposal. Similar to other suburban industrial development, Koelbel had received complaints from surrounding landowners, but the absence of any dense adjacent residential developments nearby precluded active opposition to his plan. "Koelbel... stated that he had no preconceived idea what light industries would develop on the area. 'We've talked with a few industries, however, such as small electronic plants and instrument companies. There will be no basic manufacturing [heavy industry] of any kind. The ultimate development of the land will stretch over a period of five years, conceivably longer. It won't be done in a hurry-up fashion, and is going to take time just like the development of a luxury-type residential subdivision.'"

***The Denver Technological Center***

The most prominent and influential of the early industrial parks in the region was the Denver Technological Center (DTC). The perhaps apocryphal but undeniably suburban story of the DTC's origins is as follows: one day in 1961, George Wallace drove to downtown Denver, his first trip in his first new car. When he returned to the parking lot, he found that it had been scratched. That night, he and his wife drove out of Denver to find open land where he might locate his own office building and extra-wide parking places. He found and purchased 40 acres of dry farmland, financed by a bank loan.

Speaking at the ground-breaking for the new 1963 Honeywell Sales Office in the DTC, Wallace said, "Without the far-sighted, imaginative help and cooperation of Arapahoe County officials in planning, zoning and legislation, we could never have turned a spade. One man's idea seldom matures into action unless others recognize it and help push. Everyone who became involved in the development of the center caught the spirit. Planning firms, architects, engineers, craftsmen, the county – all wanted this sort of thing for Colorado." George Wallace also promoted and secured county and Federal Aviation Administration support for the 1967-1968 Arapahoe County Airport (now Centennial Airport) to serve the businesses that he hoped to draw to the Denver Tech Center. The airport was originally funded by a federal grant and local matching funds. It is now an international airport serving a world market, its flight volume reported to rival that of the San Francisco and John F. Kennedy International airports.

Today, the Denver Technological Center straddles Interstate Highway 25 to the east of Littleton. It encompasses more than 800 landscaped acres with wide boulevards, office buildings, restaurants, shops, and lodging. The DTC evolved far beyond the original intention of a "planned prestige site for select light industry firms" to become what is known today as "office sprawl," "techno-suburb" or "edge city," displaying a concentration of business and commerce that rivals downtown Denver, the urban core of the metropolitan area. The inception of four major cable television firms in the DTC

has also given it significance as a birthplace of the cable television industry.

**Corporate Office Buildings**

A variety of buildings were constructed in Littleton during the period to house offices for national, regional, and local corporations and professionals. The most prestigious of these were designed and built by and for individual firms. Others were speculative buildings for lease to tenants. The following section includes important buildings and firms in this category.

***Intermountain Rural Electric Association***

In 1949, utilizing federal loan funds, the Intermountain Rural Electric Association built a new Art Moderne style headquarters designed by architect Eugene G. Groves on a prominent and prestigious location just south and west of the Arapahoe County Courthouse at 2100 West Littleton Boulevard. It was largely an administrative facility, though trucks and materials for field installation and maintenance operations were housed in a warehouse facility on the south side of the building.

The Rural Electric Administration was created by an executive order of President Franklin D. Roosevelt in May of 1935. A certificate of incorporation for the Intermountain Rural Electric Association (IREA) was filed on August 24, 1938. The IREA organized groups of potential rural customers. It then secured loans from the federal government and built power stations and hundreds of miles of electrical lines to serve rural and mountain residents in all or portions of ten Colorado counties including Arapahoe, Douglas, and Jefferson. In the autumn of 1941, IREA moved their headquarters to Main Street in Littleton. Though parts of Arapahoe County fell within the IREA operations area, Littleton itself had been electrified by the Arapahoe Electric Light and Power Company beginning in 1903. The city was undoubtedly chosen as a location that was central to the IREA's projected service area, yet close to the Denver metropolitan area which provided ready access to REA and other state and federal governmental offices. In this, it was similar to the research and development industries with large government contracts that clustered around Littleton in the post-war years.

The IREA grew rapidly during these years as rural electric services were constantly extended and improved. IREA's Home Electrification Agent gave demonstrations of appliance use in their Littleton offices and throughout the rural communities served by the group. IREA first created the position of Home Electrification Agent in the 1940s. Since decisions regarding appliance purchases were most often made by and for women in the home, the position was filled by a series of women professionals. The IREA Littleton Headquarters Building included an assembly room and an all-electric model kitchen designed specifically to promote the sale and use of electrical appliances. In the post-war years, such "high-technology" model kitchens were familiar to most Americans. Perhaps the most famous was at the American National Exhibit in Moscow. This was the location of the 1959 Cold War "Kitchen Debate" between Vice President Richard Nixon and Soviet Premier Nikita Khrushchev, in which they discussed politics and prosperity over a built-in panel-controlled washing machine and a color television set. An excellent surviving example of a complete model electric home and kitchen is a 1954 All-Electric House built by the Kansas City Power and Light Company that was moved to the Johnson County Museum, where it currently serves as an educational historical exhibit.

Though many of the IREA Board of Directors and district staff lived in locations throughout the entire area served by IREA, the core management and administrative staff that worked in the IREA Littleton Headquarters Building were largely residents of Littleton. IREA was a prestigious and important employer in Littleton. Littleton residents filled positions from the highest levels of upper management to the most routine clerical posts. IREA newsletters regularly profiled new board and staff members, including many city residents.

The presence of IREA had a positive economic effect on Littleton beyond the employment of residents, building construction, and facility and fleet operations. Large multi-store display ads welcomed the influx of IREA consumers, largely from rural areas with limited retail opportunities, to the organization's annual meetings. During community discussions about the 1952 warehouse addition, General Manager Charles See said, "We now have 5,500 customers and 400 of these come to Littleton each month to pay their bills and shop. Our average monthly payroll is around $10,000, and our Arapahoe county property tax is $2,260. It will be about $3,160 when the new warehouse is built.'" IREA remained an important member of the Littleton business community until its 1980 move to a new headquarters office in Sedalia.

*Title Guaranty Company*
A new building designed by Joseph Marlow was constructed at the intersection of South Spotswood and Littleton Boulevard in 1961 by the Title Guaranty Company. The sleek design featured a spectacular exterior mural: "The entire front wall, 60x12 feet, is a ceramic tile abstraction in black and white and brilliant primary colors, by the Belgian artist, Rene Heyvaert, now residing in Denver." The one-story structure of 12,000 square feet with off-street parking for 35 cars cost $200,000 to build. It was said to be a "conversation piece" among local businessmen and area architects. The Title Guaranty Company was the result of a merger that same year of the Record Abstract and Title Insurance Co., the Boulder County Abstract of Title Co., and the Title Guaranty Co. Two of the firms had previously operated offices at 680 Littleton Boulevard and 2330 West Main Street. At the time of the building's construction, the firm had 24 employees.

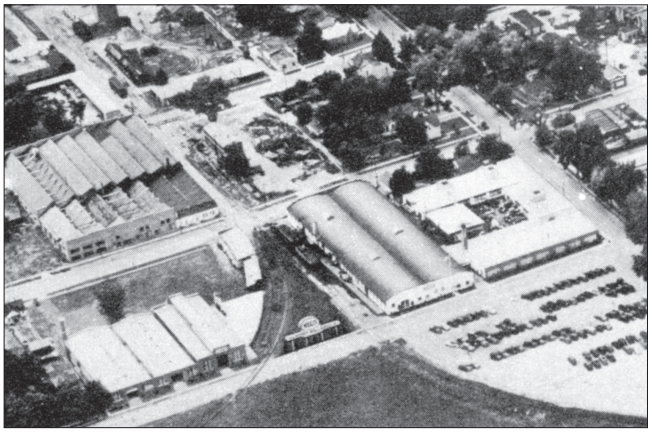
*American National Insurance Company*
Based in Galveston, Texas, this firm relocated from Englewood to their own Littleton building, erected in 1961 for $100,000 immediately south of the Arapahoe County Bank on South Datura Street. The building housed thirty managers, salesmen, and office staff. The firm handled personal and corporate insurance.

**Office Buildings for Lease**
*The Court House Professional Building*
Designed by Eugene D. Sternberg and built in 1959 at 492 Littleton Boulevard, the Court House Professional Building included offices for his firm and a ground floor retail space, originally occupied by the Thebus Pharmacy. The building was adjacent to the County Courthouse and Arapahoe County was an early tenant. Similarly, the Littleton Savings and Loan Building at 1050 Littleton Boulevard housed the firm's banking facilities and offered space for lease. For a time, architect Joseph Marlow, who designed the building, occupied offices there.

A variety of other speculative office buildings for lease were built during the period. In 1956, construction of the "town's biggest office building" was scheduled to begin on the north side of Littleton Boulevard to the west of North Datura Avenue. In 1958, drawings by architect Frank Pol of Denver were shown for the Littleton Office Building at 1405 Littleton Boulevard. A 1962 headline announced, "Office Building Changes Skyline," heralding the completion of a three-story office building, each floor including 10,500 square feet, at 709 West Littleton Boulevard designed by architect Miles Lantz. Bell Center's 1963 grand opening offered prizes and tours to the "newest business and professional complex at 4455 South Broadway. The offices were leased to a variety of commercial and consumer services.

# ILLUSTRATIONS

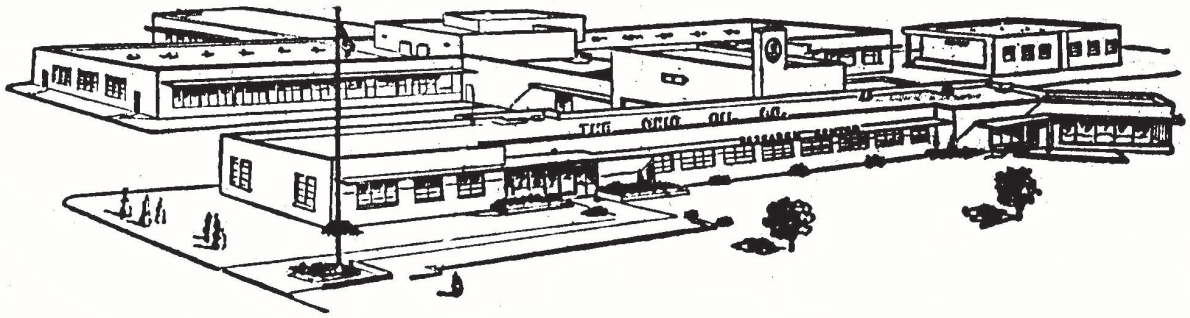




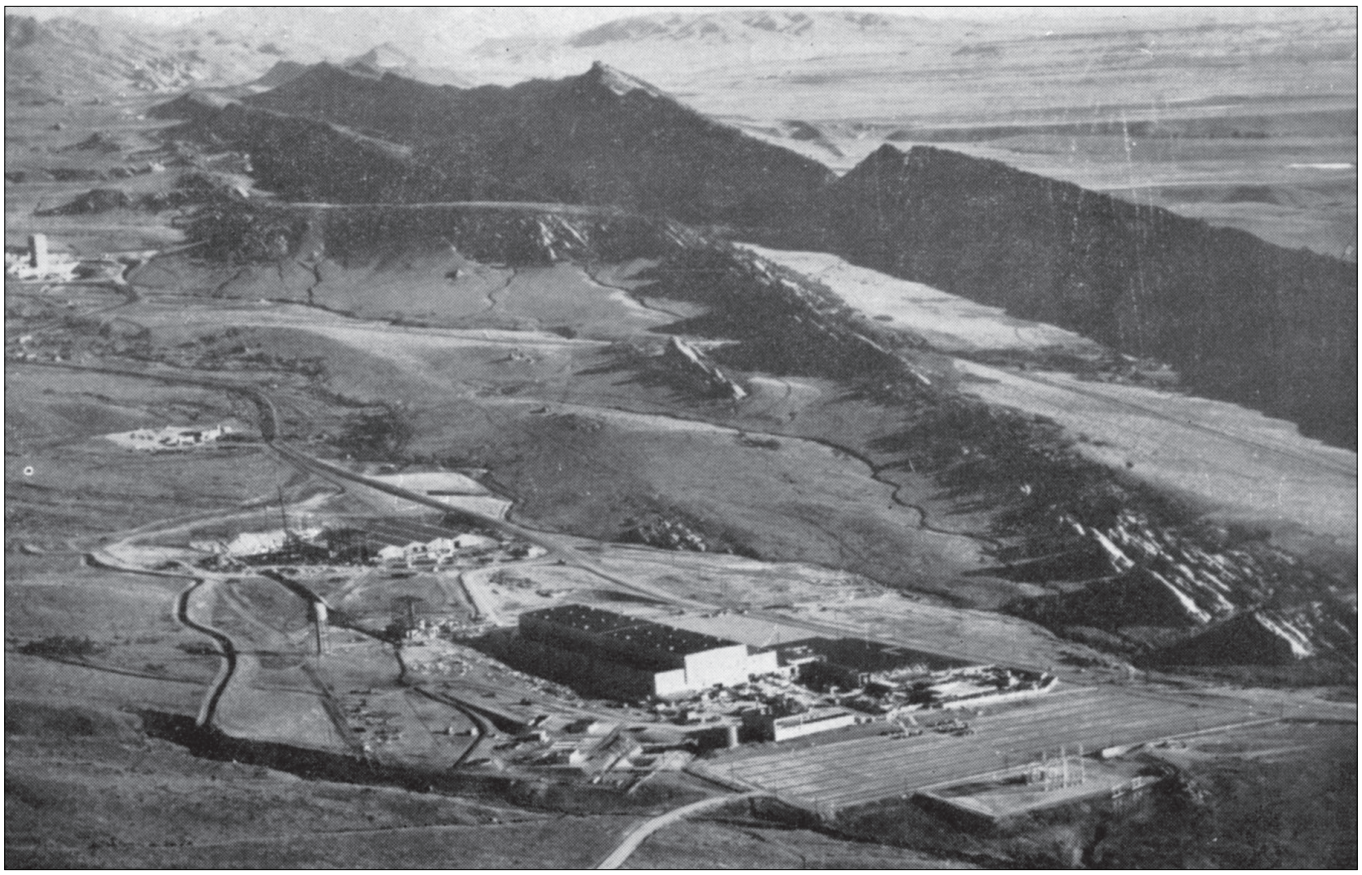
Four of Littleton's major pre-war industries remained active in the post-war years. One was American Coleman, a post-war pioneer in "Piggyback" transportation tractors. The Heckethorn Manufacturing plant was a major supplier of rockets and ammununition, shown here during the war years with an assembly line of women workers. The firm went into auto-related work with the loss of its military contracts. It moved to Dyersburg, Tennessee, in 1957, quoting lower transportation costs to Eastern markets, lower electricity prices, and lower, probably non-union, employee wages. "Heco," as the firm was called, was plagued by union unrest in post-war Littleton. (See pages 73-75.)

*Ad of June, 25, 1965, page 4, from the* ***Littleton Independent****, Colorado Historical Society microfilm files. Plant photo from the 1951 Development Issue of* ***Colorado Wonderland****, page 32, collection of the author, and assembly line photo from the Western History Collection of the Denver Public Library.*



DENVER RESEARCH CENTER

THE OHIO OIL COMPANY



This rendering of the Ohio Oil Company Research Center appeared in a 1959 open house ad. The buildings were designed by Wilbur Watson Associates, Engineers, of Cleveland, Ohio. The firm designed the 1929 Goodyear Airdock in Akron, Ohio. The Glenn L. Martin Company's Waterton plant was located behind geological outcroppings known as the "hogbacks" in order to shield the Denver Metropolitan area from any Titan missile-related testing noise. (See pages 78-79.)

*Ad of July, 6, 1962, page 3A, from the **Littleton Independent**, Colorado Historical Society microfilm files. Photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the **Littleton Independent** on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*

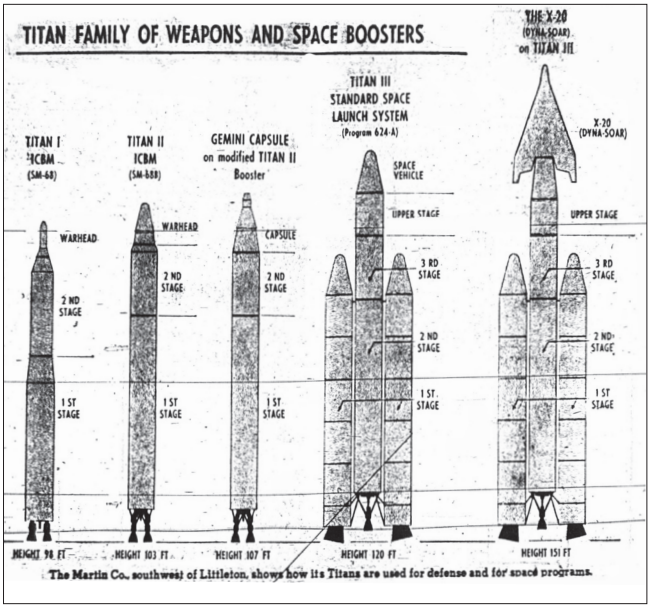


Martin built in foothills so that Titan missiles could be test-fired without rattling Littleton windows. It was 20 below Jan. 12, 1963 but 8 degrees colder that day in Littleton.

In 1960, 1,875 Martin employees lived in Littleton, representing 34% of all Titan employees and $22 million in pay. Martin's revenue was derived exclusively from federal military and space exploration contracts. The design and construction contract for the Titan missile, the initial impetus for the new plant, was the economic foundation of the facility for nearly four decades, at one time employing as many as 18,000 individuals. The Martin plant was designed by the architecture firm of Smith, Hinchman & Grylls, Inc., of Detroit, Michigan. The remote site required the state to build new arterial roads and improve Plum Creek Road to the Martin factory. (See pages 79-81.)

*Photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*

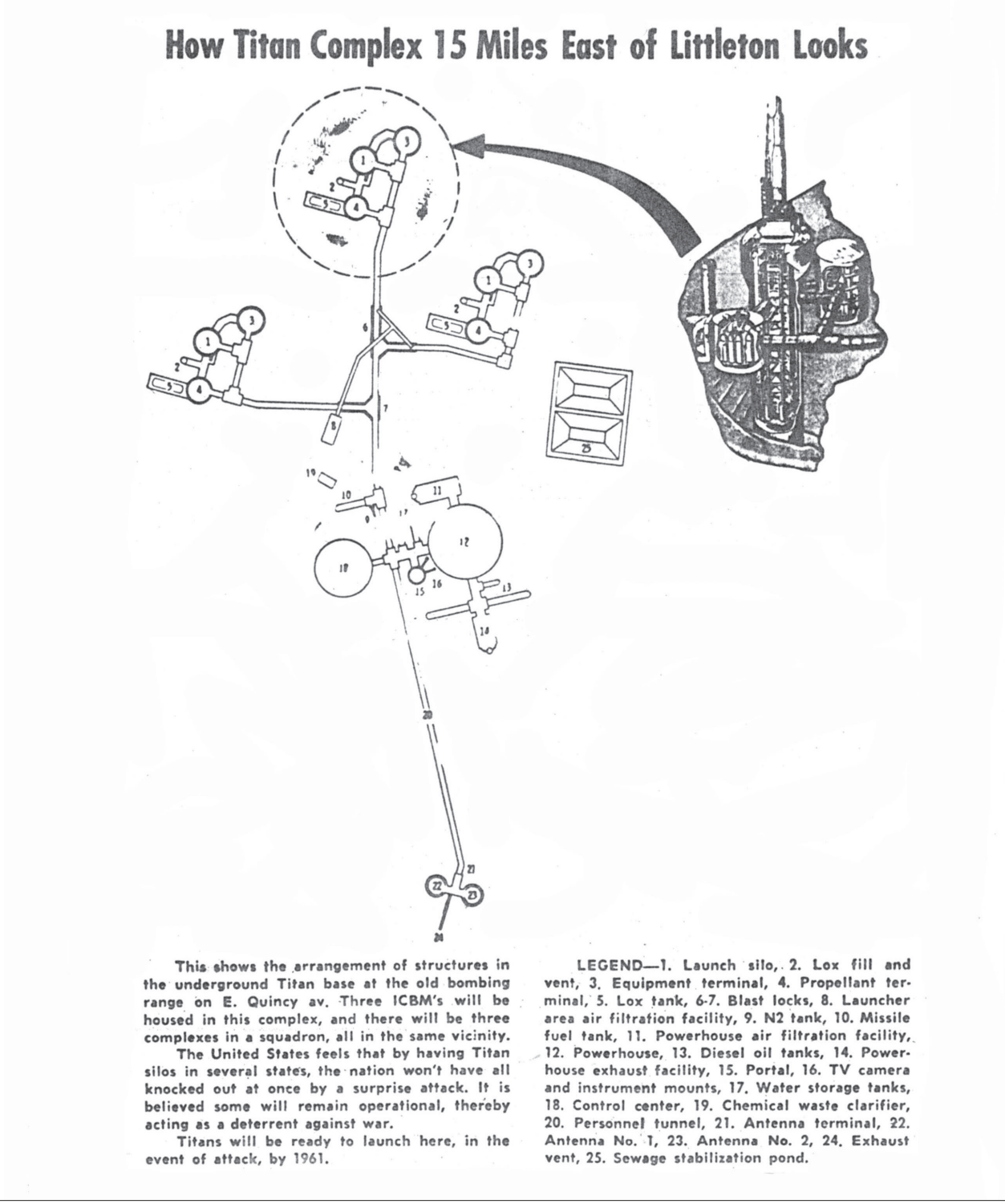







Martin's Littleton facility was described in a 1966 property sales brochure: "The Prince Avenue plant, free from downtown congestion, is in one of Denver's largest and busiest suburbs, just minutes from any point in the city. The plant is located in the heart of the industrial and technical community of Littleton. This region is the 23rd largest in the nation, with a combined population of 1,117,000 people. A chart in the *Independent* showed the "Titan Family of Weapons and Space Boosters" one of which is shown here in a test site photo. (See pages 79-81.)

*Prince Street photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe, missile photo from the Western History Collection of the Denver Public Library, and chart of July 5, 1963, page 8, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*



# How Titan Complex 15 Miles East of Littleton Looks

This shows the arrangement of structures in the underground Titan base at the old bombing range on E. Quincy av. Three ICBM's will be housed in this complex, and there will be three complexes in a squadron, all in the same vicinity.

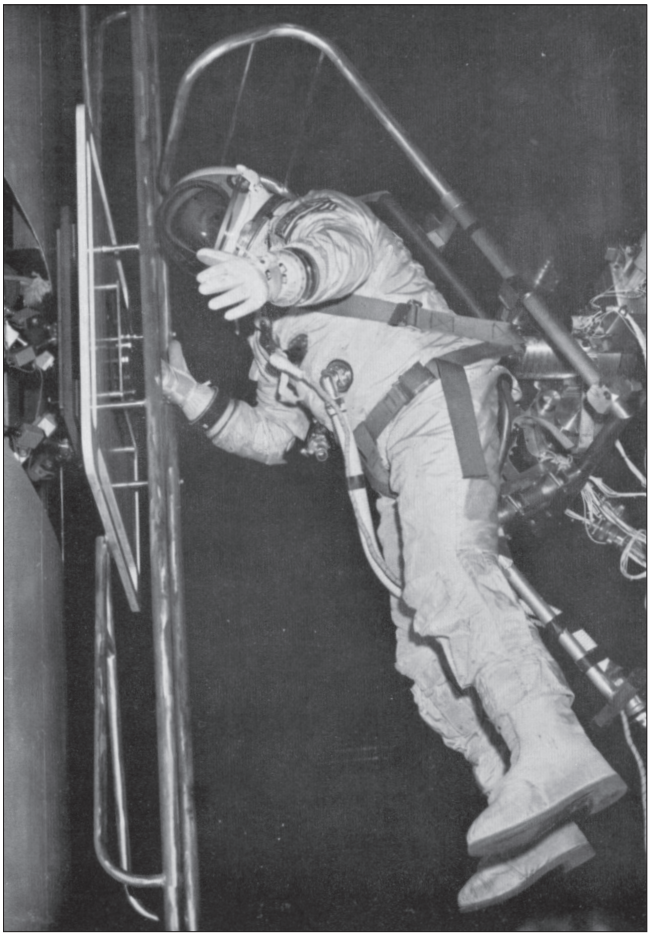
The United States feels that by having Titan silos in several states, the nation won't have all knocked out at once by a surprise attack. It is believed some will remain operational, thereby acting as a deterrent against war.

Titans will be ready to launch here, in the event of attack, by 1961.

LEGEND—1. Launch silo, 2. Lox fill and vent, 3. Equipment terminal, 4. Propellant terminal, 5. Lox tank, 6-7. Blast locks, 8. Launcher area air filtration facility, 9. N2 tank, 10. Missile fuel tank, 11. Powerhouse air filtration facility, 12. Powerhouse, 13. Diesel oil tanks, 14. Powerhouse exhaust facility, 15. Portal, 16. TV camera and instrument mounts, 17. Water storage tanks, 18. Control center, 19. Chemical waste clarifier, 20. Personnel tunnel, 21. Antenna terminal, 22. Antenna No. 1, 23. Antenna No. 2, 24. Exhaust vent, 25. Sewage stabilization pond.

The Cold War was a palpable, everyday presence in Littleton and an ever-present reality for its families. Through the *Independent*, the entire town followed the construction and testing of Martin's Titan missiles, the nuclear warheads they were intended to carry, and the nationwide network of underground missile silos from which they were to be launched, including this installation east of Littleton at Lowry Air Force Base. A 13' tall model of the Titan loomed over an Arapahoe Bank open house. (See pages 79-81.)

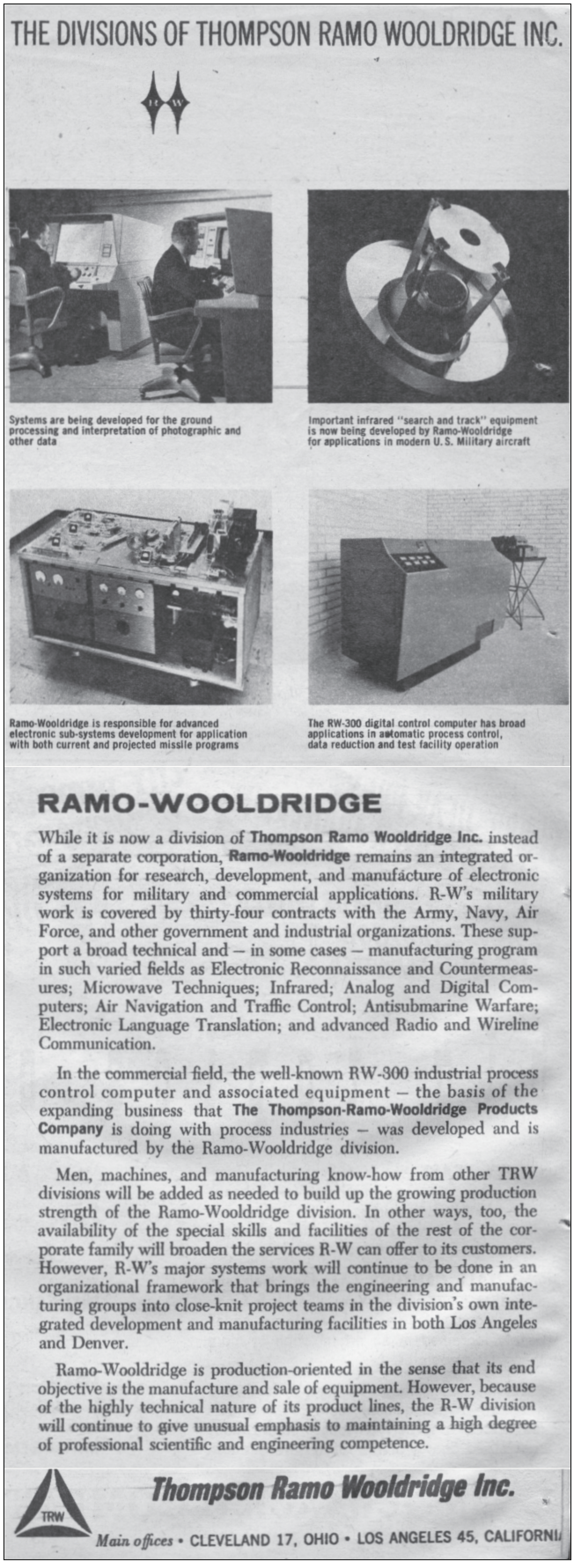
*Plan of October 7, 1960, page 6, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*



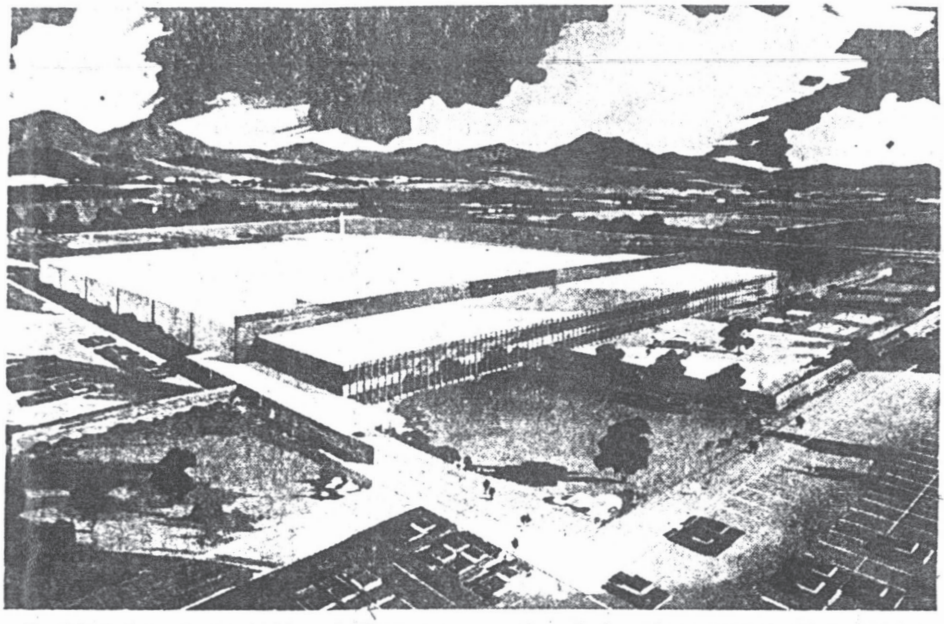
As Cold War hostilities diminished, the Martin Company turned its attention from the delivery of nuclear warheads to outer space. The photo was captioned: "Buzz Aldrin shows how to walk in space in Martin's Space Operations Simulator at Littleton. Scott Carpenter and other astronauts have made 'dry runs' here."

In 1958, Ramo-Wooldridge merged with its original financial backer, Thompson Products Company of Cleveland, Ohio, a major automotive and aircraft business, and formed Thompson Ramo-Wooldridge Inc., later shortened to the TRW Corporation. The TRW logo appears at the lower left of this ad describing the firm's work. (See page 81.)

*Photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe, and ad from the June 21, 1959, page 367, of* ***This is Colorado****, a special Centennial edition magazine of the* ***Denver Post****, collection of the author.*



# Ramo May Keep Littleton Plant for Brighter Day



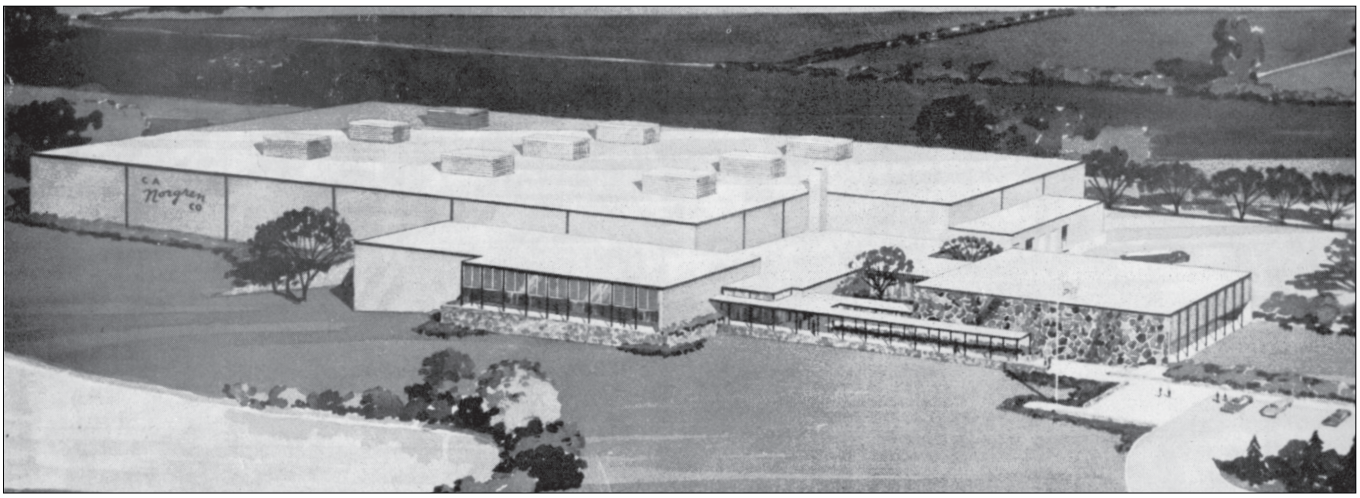
President Dean E. Wooldridge of Thompson-Ramo-Wooldridge told the Littleton Independent today that the $5 million Littleton plant, shown here, may "be sold, leased, or held against the possibility of reactivation." No decision has been made yet.

Cancellation of government orders, which has plagued the plant since its opening in October, 1957, will cause a shutdown here within several months. Some of the 300 employes will be transferred to Los Angeles or Cleveland, but most will find jobs here.



Ramo-Wooldridge was the system engineer and technical director of the Atlas, Thor, and Titan intercontinental ballistic missile programs. It designed and manufactured equipment for locating and tracking enemy targets and directing military strikes against them. The Littleton plant produced the RW-300 computer, reported to be "the nation's first digital control computer" for the project. The photo below shows the Ramo-Wooldridge plant after its acquisition by the Minneapolis-Honeywell Regulator Company. (See page 81-84.)

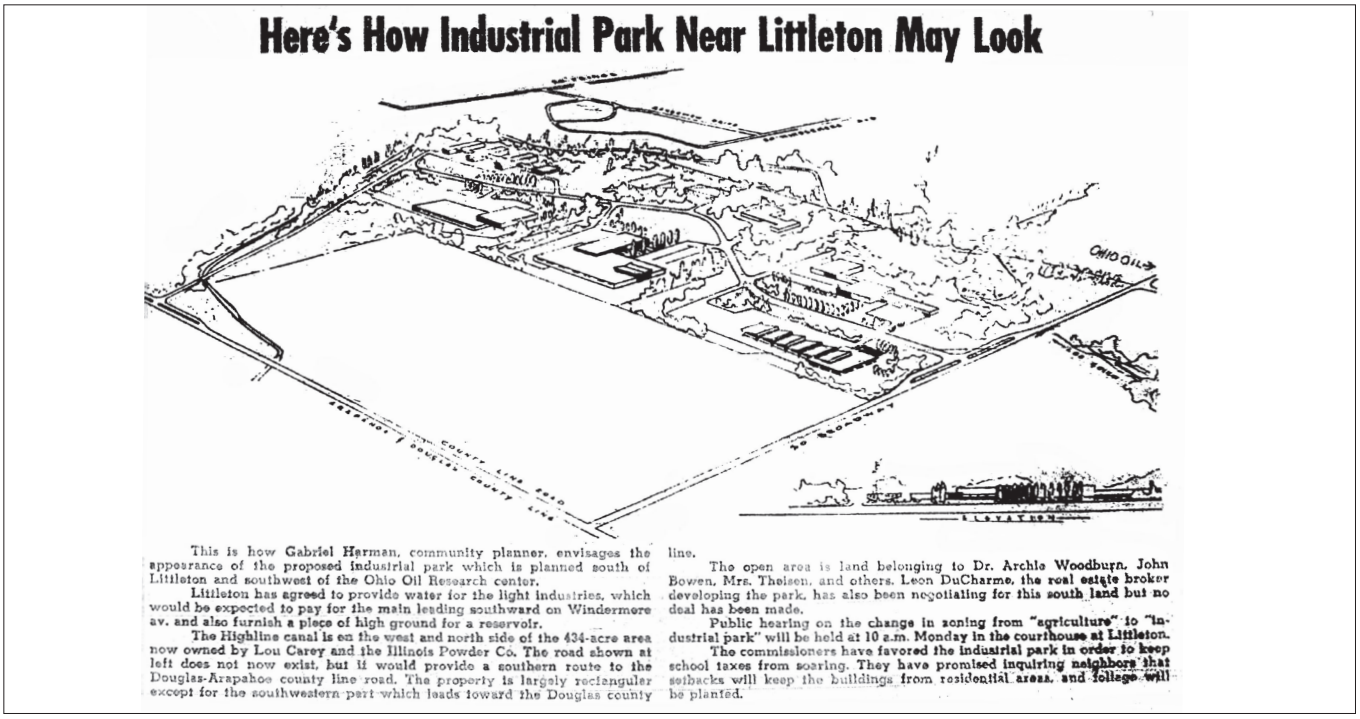
*Rendering of March 24, 1961, page 6B, from the* ***Littleton Independent****, Colorado Historical Society microfilm files. Photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*






In 1964, C. A. Norgren consolidated its operations at its Littleton location. The new Moore and Bush plan exemplified the post-World War II suburban research/industrial estate. The complex was recognized for its planning and architectural merits in the article "A Good Place to Work" which appeared in the May 1965 issue of *Factory Magazine* after the plant won one of their "Top Ten Plants of the Year" awards. (See page 84.)

*Rendering from the 1963 and photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 75th and 80th anniversaries of the newspaper, collection of Sonya Ellingboe.*



# Here's How Industrial Park Near Littleton May Look



This is how Gabriel Harman, community planner, envisages the appearance of the proposed industrial park which is planned south of Littleton and southwest of the Ohio Oil Research center.

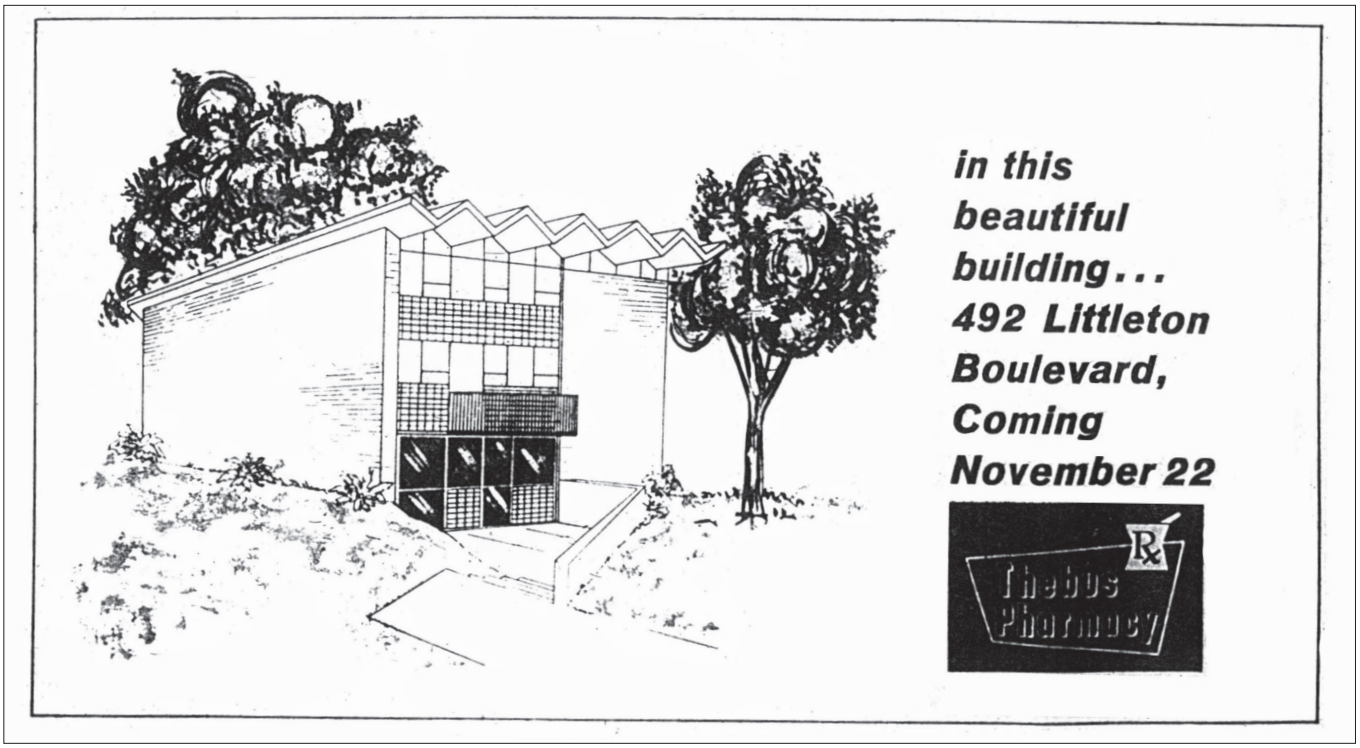
Littleton has agreed to provide water for the light industries, which would be expected to pay for the main leading southward on Windermere av. and also furnish a piece of high ground for a reservoir.

The Highline canal is on the west and north side of the 434-acre area now owned by Lou Carey and the Illinois Powder Co. The road shown at left does not now exist, but it would provide a southern route to the Douglas-Arapahoe county line road. The property is largely rectangular except for the southwestern part which leads toward the Douglas county line.

The open area is land belonging to Dr. Archie Woodburn, John Bowen, Mrs. Theisen, and others. Leon DuCharme, the real estate broker developing the park, has also been negotiating for this south land but no deal has been made.

Public hearing on the change in zoning from "agriculture" to "industrial park" will be held at 10 a.m. Monday in the courthouse at Littleton.

The commissioners have favored the industrial park in order to keep school taxes from soaring. They have promised inquiring neighbors that setbacks will keep the buildings from residential areas, and foliage will be planted.





Though manufacturing campuses were initially created by individual corporations for their own use, developers quickly recognized their attraction to multiple tenants. In 1957, Denver realtor/developer Walter Koelbel was granted rezoning approval for a 140-acre industrial park site in Littleton. The Court House Professional Building, designed by Eugene D. Sternberg, included offices for his firm and a ground floor space originally occupied by Thebus Pharmacy. Adjacent to the County Courthouse, Arapahoe County was an early tenant. (See page 88.)

*Site Plan of April 5, 1957, page 1, and ad of November 6, 1959, page 2, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*




INTERMOUNTAIN

RURAL ELECTRIC ASSOCIATION

LITTLETON, COLORADO

The cover of the 1955 Intermountain Rural Electric Association Annual Report, showing the 1949 IREA Littleton Headquarters Building by architect Eugene Groves. The building included an all-electric model kitchen to promote the sale and use of electrical appliances. Such model kitchens were common in the post-war years. Perhaps the most famous was at the American National Exhibit in Moscow, the location of the 1959 Cold War "Kitchen Debate" between Vice President Richard Nixon and Soviet Premier Nikita Khrushchev. (See page 90.)

*From the archives and courtesy of the Intermountain Rural Electric Association.*


Cool!
with an
air conditioner
An automatic room air conditioner is the economy way to provide a cool, healthy climate for the entire family. It filters out dust, reduces air-borne pollen, dehumidifies and keeps temperature uniform. Easy to install.

**Previous page**
This Colorado Central Power ad from the *Independent* shows the teenage popular culture that began to emerge in suburban Littleton homes in the post-war years.

*Ad of July 7, 1961, page 2A, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*

In the wake of World War II, the United States emerged as the new leader of the western world under President Harry S. Truman, sworn in after Franklin D. Roosevelt's untimely death in 1945. Truman was followed in 1953 by Dwight D. Eisenhower and John F. Kennedy in 1961. Upon Kennedy's assassination in 1963, Lyndon B. Johnson assumed the presidency and remained in office until 1969.

The period between 1949 and 1967 was dominated by the Cold War. Its earliest inception can be dated to the Russian revolution of 1917, when the Red Army's victory paved the way for a new government and economic system based on the principals of communism. The Soviet Union, perceived as the antithesis of American democracy and capitalism, faced steadily increasing mistrust from the United States. From 1917 to 1920, this antipathy fostered the nation's first Red Scare, in which individuals identified as communists were persecuted. Suspicion grew between the two nations during World War II and found free reign in the post-war years. By 1947, Truman feared that the Soviet Union was capitalizing on post-World War II confusion and collapse to expand its sphere of influence and domination. In March of that year, his "Truman Doctrine" declared "it must be the policy of the United States to support free peoples who are resisting attempted subjugation by armed minorities or outside pressures." Truman's Marshall Plan followed, providing economic assistance to stabilize and rebuild Europe under governments friendly to the U.S. The National Security Act of 1947 created a unified Department of Defense, Central Intelligence Agency, and National Security Council to counter Soviet dominance. The Cold War began in earnest.

Meanwhile, the Soviet Union consolidated their position in Eastern Europe. They first detonated an atomic device in August of 1949, four years after the Truman-authorized U.S. atomic bombings of Hiroshima and Nagasaki that ended World War II. That same year, Mao Tse-Tung's Red Army defeated U.S.-backed forces to form the People's Republic of China, which almost immediately allied itself with the Soviet Union. In response, Truman expanded the U.S. policy of communist containment, including a massive increase in defense spending. The "Arms Race" began, an all-out competition to stockpile intercontinental ballistic missiles armed with nuclear warheads. A second Red Scare emerged, as investigations and Congressional hearings led by U.S. Senator Joseph McCarthy branded thousands as communists and "red" sympathizers, often resulting in the loss of their livelihoods.

After the successful launch of the Soviet's Sputnik I in 1957, a "Space Race" ensued in which both countries sought to secure the military high ground in space, and to arouse a national fervor in support of their respective Cold War efforts. Stung by the Soviet launching, President Eisenhower established the National Aeronautics and Space Administration (NASA) in 1958. Test flights with animals were succeeded by the first manned expeditions; Soviet cosmonaut Yuri Gagarin reached space first in 1961, quickly followed by American astronauts Alan Shepard and John Glenn, who became the first American to successfully orbit Earth.

At home, the Cold War was fought by the civilian population, including suburban families who retro-fitted their homes and built backyard shelters to protect themselves from radioactive fall-out should they survive a Soviet nuclear attack. Communities identified public shelters, stockpiled supplies, and organized disaster notification, evacuation, and medical care procedures and facilities, all strategies promoted by the federal government.

In 1962, under President John F. Kennedy, the Cuban Missile Crisis first revealed that neither the Soviets or the U.S. were willing to risk the retaliation and mutual destruction that might result from the use of nuclear weapons. But though the two countries avoided direct casualties in the Cold War, countless lives were lost in conflicts around the world over the expansion and containment of communism. First was the Korean War that involved the forces of the newly formed United Nations during the administrations of Truman and Eisenhower during the 1950s. It was followed by the Viet Nam War under Kennedy and Johnson. It also included clandestine activities like a CIA-planned overthrow of an elected Guatemalan government during Eisenhower's first term.

Nevertheless, efforts toward nuclear disarmament slowly began, hostilities relaxed, and relations improved, finally culminating in a 1989

announcement by Soviet Premier Mikhail Gorbachev and President George H. W. Bush that the Cold War was officially over. That same year, the 1961 Berlin Wall between East and West Germany, the embodiment of the "Iron Curtain" that divided the two Cold War adversaries, was demolished.

On the domestic front, the nation struggled with issues of race, poverty, assassination, and radical opposition to the draft and the war in Viet Nam. Racial equality quickly became an issue in the post-war years as minority veterans returned to find that their fight for freedom in distant corners of the world had not altered the prejudice, segregation, and lack of opportunity for education, housing, and jobs that they encountered at home. Civil rights advanced throughout the period, at first somewhat reluctantly, under Truman, then more wholeheartedly during the Kennedy and Johnson administrations. Though Eisenhower's presidency largely focused on foreign policy, he sent federal troops to Little Rock, Arkansas, in 1957 to enforce a court-ordered school desegregation decision, and supported civil-rights legislation that was passed in Congress that year.

Truman's "Fair Deal" policies pursued many of the same goals as FDR's New Deal programs and Kennedy's domestic programs, known as the "New Frontier," proposed education and aid for the aged and poor. The realization of both programs was largely thwarted by Congress. Johnson's administration marked the passage of the 1964 Civil Rights Act. He also proposed a nationwide war on poverty including economic and social welfare legislation to create what he termed the "Great Society." A skillful politician, Johnson was able to pass legislation that brought free medical care to the elderly through Medicare and Medicaid, expanded federal aid to education and anti-poverty programs, and provided safeguards for minority voters. But the increasing cost of the Viet Nam War scuttled many of Johnson's domestic programs and national race riots obscured his civil rights contributions.

All these international and national events influenced core beliefs and relationships within the suburban family and community. Growing up with the fears and deprivations of the Depression, coming to maturity during World War II, and forming families amid the uncertainties and threats of the Cold War, couples sought security in their immediate families. Unlike their parents who often experimented, explored, and embraced new ideas, relationships, and popular culture during the "Roaring Twenties," this generation sought the security of conformity and strict gender roles in a suburban domestic setting. Many men commuted to work in large corporations with confining workplace cultures. Women, many of whom had worked during World War II, led often isolated lives as mothers, homemakers, and shoppers. Teenagers formed a distinct and separate social and cultural group. In their neighborhoods, churches, and communities, suburban families socialized and participated in recreational activities with others of the same race, economic, and social status.

Many children of this first post-war suburban milieu rebelled against its conventions, the draft, the Viet Nam War, and society in general, forging the counterculture of the early 1960s. Its convergence with the women's movement, the newly introduced birth control pill, and the pursuit of equal rights for gays resulted in the "Sexual Revolution" of the period, which promoted the expression of sexuality outside of marriage. The "hippies," as the members of the counterculture came to be known, also spawned a back-to-the-earth movement with a communal and ecologically responsible lifestyle that was the antithesis of many aspects of post-war suburban life.

## Littleton Prior to 1949

In one of his "Commerce Comment" columns in the 1957 *Independent*, Frank Flesher, Secretary-Manager of the Littleton Chamber of Commerce, described pre-war Littleton: "Before the depression years, Littleton was a little village with such a low mill levy that the votes of small-income, old-age pensioners swung an election. The majority of Littleton's citizens were a rural-reared people, the salt of the earth, and thoroughly used to wood-burning kitchen stoves and outdoor plumbing. In such an atmosphere, a town council that ran an eight-inch water main for two blocks of homes was just plain nuts! In the first place the money was not available. In the second place, who ever thought another ten blocks of homes would be added onto that line?... In the 1920s, Littleton was a village and didn't need it, in common with hundreds of villages across the country. In the 1930s Littleton, too, was in depression and still didn't need it if they could have afforded it. In the 1940s, the war years demanded

all our efforts... " Flesher's description provides a stark contrast to the world and people of post-war Littleton, and illuminates the scale and pace of the events that propelled the city's cataclysmic transformation between 1949 and 1967.

## Suburban Life in Littleton 1949 to 1967

### The Red Scare, Cold War, Arms Race, Space Race, and Civil Defense

The Cold War in all its manifestations was integral to Littleton life during the period. Only the Red Scare did not appear to have direct influence in the city, though a series of *Independent* editorials did discuss the Hollywood blacklist and investigations and firings at the University of Colorado and U.S. Bureau of Standards in Boulder.

During World War II, the potential for Japanese and German attacks on both coasts stimulated the development of military bases and war-related production in Colorado. This included, among others, the Denver Federal Center, Rocky Mountain Arsenal, Camp Carson, Camp Hale. Many other regional businesses undertook military production contracts, including Heco and Coleman in Littleton. But during the post-war years, the nature of the Cold War conflict altered the military landscape and national spending priorities changed. In 1953, the *Independent* announced, "Russia's H-Bomb Causes Washington to Rescind Order; Cutting Heco Shell Production by 60%." Conventional warfare appeared to be a thing of the past. A 1955 *Independent* editorial defined the nation's new strategy of nuclear deterrence: "The United States government is undertaking its preparation for atomic war only on the theory that the world can be saved if our retaliatory power is great enough and dispersed enough to make the Communists shun World War III." The atomic bomb and its delivery to enemy targets became the military's top spending priority. Locally, the development of the atomic bomb and V-2 rockets were known, in part, through the work of former Littleton resident Claude M. Hathaway. Then, beginning in 1955, Littleton became home to hundreds of Martin and Ramo-Wooldridge employees. As a result, the Cold War was a palpable, everyday presence in Littleton and an ever-present reality for its families. Through the *Independent*, the entire town followed the construction and testing of Martin's Titan missiles, the nuclear warheads they were intended to carry, and the nationwide network of underground missile silos from which they were to be launched, including an installation east of Littleton at Lowry Air Force Base. A 13' tall model of the Titan loomed over an Arapahoe Bank open house.

A 1957 *Independent* editorial captured the stunning transition that Littleton had undergone: "A few years ago, the eyes of the world were on Littleton because of the popularity of Ralph Moody's "Little Britches" and "Man of the Family," the quaint stories of a local boy and his world. Today, the picture has changed. Now the world is focusing its attention on the American missile program which is under the technical direction of Ramo-Wooldridge Co. The Titan missile, slated to travel 5,000 to 5,500 miles, is being built in the Littleton plant of the Martin Co., and Littleton is also the second home of Ramo-Wooldridge. Hence, Littleton residents once again find their community in the spotlight -- this time in a grim race for survival." The dire threat of nuclear war permeated Littleton life. Invited speakers at community group gatherings warned of the extinction of the human race and the threat of radiation to the next generation's ability to reproduce. Nuclear testing, too, was close to home: "... Geiger counters applied to Littleton children's bodies have clicked busily after bomb tests in Nevada...." In 1952, it was announced that the entire Denver metropolitan area was in range of Soviet ICBMs.

The Federal Civil Defense Administration (FCDA) was established by President Truman in 1950, intended to "fuse science, technology, and entrepreneurial spirit to come up with novel but viable measures to make people and property safe from attack." What emerged was a paramilitary program whose responsibilities were shared by the defense establishment and the American family. According to Laura McEnaney in her book *Civil Defense Begins at Home; Militarization Meets Everyday Life in the Fifties*, the result was "... a decidedly nonmilitary activity that was more about family togetherness." The protection of the civilian population, traditionally a role assumed by the military, was to be undertaken by the potential victims themselves. As McEnaney states, "Self-help shifted the financial burden for readiness from the state to the individual, mandating that consumer-citizens purchase the tools of survival (such as shelter) rather than rely on atomic welfare." The idea was not universally welcomed. In a Fort Logan Memorial Day address, "Ex-Governor Ed C. Johnson urged the

use of federally financed bomb shelters for protecting Americans in case of attack. He discounted the possibility of saving people by mass evacuation and predicted that 81 million Americans would die in the first three months of an atomic war. Littleton, he said, will be a vital target of an enemy because of the defense installations in this vicinity."

In 1951, a lead editorial in the *Independent* announced: "Biggest Littleton Threats Gambling and Surprise Communist Attack." That year marked the organization of the city's civil defense organization. In 1952, the city's air raid siren was sounded to announce a civil defense rally at Littleton High School to inform families of the city's disaster plans. But civil defense efforts got off to a slow start. In 1957, the group initiated a "Ground Observer Corps Observation Post" on the roof of town hall for "spotting" attacking enemy aircraft. Given the town's involvement in the Titan missile program, this plan must have seemed somewhat ridiculous. The defensiveness of the post's co-supervisor at its opening ceremony seems to confirm this, as he began his comments by saying: "Rumor has it that the ground observer corps in Littleton is worthless..." Three years later, it was reported: "The Littleton Town Hall roof has been leaking around the little green house which was erected for civil defense several years ago... The council has no plans for removing the 'look-out building' although it has never been used."

Around the same time, federal civil defense programs finally began to reach Littleton. Citizens were instructed on how to distinguish the sound of the air raid siren from that of a normal fire siren. An all-out public information program began in 1959, when a sketch of a family bomb shelter appeared in the *Independent*. More accurately, these were nuclear fallout shelters, since they could not survive a direct nuclear attack, but might help shield survivors from the resulting cloud of radioactive fallout. Littleton Home Demonstration Club members visited a bomb shelter at the new home of Mr. and Mrs. Herbert Wegert, watched an informational film, and held discussions with Civil Defense Director George Perrin and Defense Chairwoman Mrs. Hazel Miller on the need for civil defense and the individual duties that would be required. Classified ads included "Got Your Fallout Shelter? Let Us Build One For You," and articles such as "Here's How to Prepare Your Home for Possible Nuclear Emergency" appeared with alarming frequency. Nevertheless, the *Independent* assured Littleton parents, "Parental Confidence Shields Children From War Worries," stating: "The preparation of a family fallout shelter is not likely to cause emotional trauma or worries among the children. On the contrary, it can lead to feelings of a warm protective family unity and prove a very positive experience for the child, an experience in which a problem is being met co-operatively."

In 1960, Littleton purchased a portable surplus civil defense generator that was installed at the fire station in time for a simulated test alert in which "...the metropolitan area was 'destroyed' by nuclear bombing." City Manager Tom Moore, who served as Littleton's civil defense director, was interviewed for "Basic Rules for Survival Program Are Stay Calm and Await Instruction." Families were instructed to listen to radio frequencies 1240 and 640, which would announce the radiation fallout pattern and instruct them on an evacuation route. Georgetown and Longmont were both identified as evacuation areas, each equipped with a single and obviously inadequate 200 bed portable hospital. "If radiation saturates the entire area, people will probably be instructed to seek whatever shelter they can find within their homes... The best civil defense precaution Littleton residents can take now is to lay in a supply of canned goods, enough to last at least three days." The worst idea, Moore warned, was to choke the highways with automobiles in an attempt to escape to the mountains, where the risk of radiation exposure would probably exceed that of one's home.

In 1961, the school board approved the construction of a fall-out shelter at Eugene Field Elementary School. Stainless steel civil defense identification tags were offered to Euclid Junior High School families, engraved with names and other personal and medical information. It was discovered that not enough buses were available to simultaneously take all students home at once during a "yellow alert," or warning of a probable enemy attack, so a new school policy was announced: children would remain in school until their parents picked them up or until parents could be notified of where their children would be taken. Some Littleton teenagers were reported to become "listless about their future," asking "What's the use of studying so hard when we are all going to be wiped out?"

The federal government directed a statewide survey of buildings that met requirements for use as public fallout shelters. In 1962, a list of Littleton

buildings was released, though "The list is only tentative; the city council has not approved the shelter program and owners have not been contacted for their consent." Despite this, high school teacher and Littleton civil defense director Stan Bush stated that after a year of planning, the city's civil defense emergency plan and its staff of two hundred volunteers were "ready for any emergency." In 1964, the establishment of three local fallout shelters stocked with food was finally announced — the basement of Littleton High School (with a 521 person capacity), the basement of South Elementary (50), and the basement of the Woodlawn Woolworth (115). Littleton's civil defense program enjoyed a surge of interest after the Cuban Missile Crisis of 1962 and its activities continued through 1967, though some began to focus more on natural disasters after the 1965 flood.

Throughout these same years, forces were growing that questioned and challenged U.S. Cold War strategies. In 1957, the National Committee for a Sane Nuclear Policy ran an ad in the *Independent* that stated, in part "We are facing a danger unlike any danger that has ever existed. In our possession and in the possession of the Russians are more than enough nuclear explosives to put an end to the life of man on earth. The same propulsion device that can send a man made satellite into outer space can send a missile carrying a hydrogen bomb across the ocean in eighteen minutes. Meanwhile, our approach to the danger is unequal to the danger... We have been concerned with bigger incomes, bigger television screens and bigger cars — but not with the big ideas on which our lives and freedom depend. What the world expects of America is not just bigger and better intercontinental missiles and hydrogen bombs. The world is looking to us for the ideas that can make this planet safe and fit for human habitation... There can be no true security for America unless we can establish and keep vital connections with the world's people, unless there is some moral grandeur to our purposes, unless what we do is directed to the cause of human life and the free man."

In 1961, President Dwight D. Eisenhower gave the final televised speech of his administration. Littleton prided itself on its association with the President. Denver was the family home of the First Lady and the two were familiar visitors to the metropolitan area's south suburbs. O.K. Rubber's president lunched with Ike and other prominent area businessmen at the Cherry Hills Country Club. Red Comet's president hosted a "Salute to Eisenhower" on behalf of the Republican Party of Colorado. The Eisenhowers were also personal friends and frequent guests of the Norgren family. His speech must have resonated further still with those employed at Martin and Ramo: "We face a hostile ideology global in scope, atheistic in character, ruthless in purpose and insidious in method... [but] we must guard against the acquisition of unwarranted influence, whether sought or unsought, by the military-industrial complex... Only an alert and knowledgeable citizenry can compel the proper meshing of the huge industrial and military machinery of defense with our peaceful methods and goals, so that security and liberty may prosper together."

By 1963, thoughtful articles had begun to appear discussing alternatives to the Cold War, including disarmament. One article addressed what this might mean in Colorado, where 29% of personal income was then attributed to defense spending. It estimated that 73,000 state workers would need to find "peace jobs," and said: "Some research is already being done on various devices for easing the shock of disarmament... These methods might include tax reductions to stimulate business expansion and increased federal spending for such things as health, education, welfare, urban transportation, space, foreign aid, water resources..."

**Civil Rights**

Local recognition of racial inequality in the post-war world first emerged in the Littleton churches and women's groups that helped raise funds for the United Negro College Fund. In 1957, the nationally syndicated Bill Mauldin cartoon that appeared weekly in the *Independent* addressed segregated transportation in the south. This led to 1958-59 editorials that examined housing discrimination in "Colorado's Shame;" the lynching of blacks in "Way Down South;" school segregation in "Inch by Inch;" the John Birch Society in "The Lunatic Fringe;" and racial prejudice, including that at country clubs, in "Bigots Over Forty." In response to an increasing awareness of civil rights issues, the Littleton Council on Human Relations (LCHR) was formed by 120 Littleton and Littleton-area families. Its mission was to "promote harmony, understanding and equality in all ways for all people regardless of race, creed, color and religion."

Though federal regulations and Colorado's 1959 Fair Housing Act forbid discrimination in VA and FHA housing, de facto racial segregation was

the norm. In 1959, Littleton was reported to have "three or four Negro children among its 3,986 students." A 1960 census revealed that there were five non-white owner-occupied houses in Littleton, and three non-white renter-occupied units. The term "non-white" remained undefined.

The *Independent* offered a more upbeat view by 1964: "It is now possible for Negroes, Jews, Japanese, and others to buy homes in most localities altho a few sly barriers still keep them out of Hightone Hills ... Fair housing is making some advances in Littleton. Neighborhoods have gone into a mild tizzy when they have heard of a minority family's coming. But once the family has moved in, the neighbors have acted like neighbors. Which goes to show that Americans believe in brotherhood when faced with an actual situation, but are bigots when they talk of a hypothetical case."

That same year, though, Virginia Fraser and Dr. Vincent Davis, both members of the LCHR, testified at a House Judiciary Committee hearing in Denver regarding proposed amendments to the state's Fair Housing Act. Their testimony revealed housing discrimination that they had discovered at work in Littleton. They described realtors who offered houses during phone conversations, only to have them evaporate when a personal meeting revealed the race of the potential buyer; realtor claims that a model was unavailable, though a follow up by white buyers determined it was; false claims that developers did not qualify for VA or FHA financing; developer refusals to build houses in their development for minorities; and potential buyers being generally ignored and misled. The most common rebuff was simply that "the owner occupying the house would not sell to a minority person."

Beginning in 1958, African-American speakers publicly addressed racism before mixed audiences in the Denver metro area. Mrs. Martin Luther King's talk at Denver's New Hope Baptist Church received a mention in the *Independent*. In 1959, a black educator spoke before the Littleton Rotary Club as part of a fund-raising drive for the United Negro College Fund. In 1963, Junius Bowman of the Phoenix Urban League spoke on civil rights at Holy Trinity Lutheran Church to the Littleton Area Council of Churches. In a speech to the Littleton Rotary, Sebastian Owens of the Urban League of Denver said that African-Americans wanted to be viewed as individuals and described the advances he had observed in the last sixteen years in Denver: " The telephone company began hiring Negro operators. Negroes were permitted to drive buses, and a few have been given jobs as clerks in stores. Factories have begun to welcome Negroes and so have Denver banks." On January 25, 1964, Dr. Martin Luther King, "Negro civil rights leader and *Time* magazine's 'Man of the Year,'" was invited to speak at Grace Presbyterian Church by the LCHR. Around 100 Littletonites were invited to attend including the city council and other local government, civic, and business leaders. Following King's statement, a panel discussion was held on "the nature, roots, and manifestations of prejudice... [and] practical approaches to the problems of discrimination." Later that same year, Dr. King became the youngest recipient of the Nobel Peace Prize.

In the early 1960s, Littleton, as an overwhelmingly white suburban community, began to directly confront its racial segregation. Though some opposition to desegregation obviously existed, the many highly educated white-collar workers who moved to Littleton in the post-war years created a socially liberal force in the community. In 1964, for the first time in its history, Littleton had broken with tradition and voted for Democrat Lyndon B. Johnson over Republican Barry Goldwater. The Littleton Kiwanis Club invited a member of the Denver Mayor's Commission on Human Relations and a leader of the Park Hill Action Committee, formed by a coalition of Park Hill churches, to speak. He discussed how the group worked to integrate the community while maintaining property values: "When prices drop, it's usually temporary, caused by many homeowners in a block selling at the same time. Thru house-to-house contacts by the action committee, we have been able to slow the panic in our area and bring selling from three times the normal rate back to normal."

An October 1963 letter to the *Independent* by Virginia Fraser declared "We have an existing challenge in our comfortable suburbia -- to think, to discuss, to support legislation, to take a look at our community to see if we really want to perpetuate a society in which our children have almost no opportunity to know anyone who looks different. We own an inescapable debt to the minorities to show them we are actively concerned. 'I have a dream…' said King during the Washington march. Well… I have a dream too… of a Littleton, Colorado, asking that all minorities come and be welcome." In 1964, Sally Bessette, prominent Littleton realtor and the first woman president of a local realtors organization, came under attack for her work with

churches, realtors, and newspapers to "create a [positive] climate for Negroes when they wish to buy homes in the school district." When a *Denver Post* article in which she was quoted attracted hate mail and phone threats, the *Independent* said "She has not advocated solicitation of Negroes to induce them to move to Littleton altho some of her assailants assumed this from the *Post* article." Similarly, "a rumor that a group of Southglenn residents was holding coffees and passing petitions to urge that a Negro family be invited to move into Southglenn is false, a resident of the area who is a member of the Littleton Council on Human Relations said…" The *Arapahoe Herald* interviewed three groups most often accused of helping Negroes buy homes in order to forcibly integrate white neighborhoods -- the National Association for the Advancement of Colored People (NAACP), the Urban League, and the Congress of Racial Equality (CORE). Their report: "The rumors appear to be false."

To raise community awareness, the City Council showed a TV documentary on racial prejudice, perhaps a 1965 PBS show on the "history of Negro people." A community discussion group report urged the local schools to take a stronger role in teaching children about discrimination. In 1964, two African-American women were hired in the school district, one as a speech therapist and one as a vocal music instructor. Reverend S. Macon Cowles was sent by the LCHR and the Colorado Council of the United Church to march with the "Freedom Fighters" in Selma, Alabama. Below a lengthy *Independent* article reporting his experiences was the headline "Rotary Club Prays for Selma Negroes:" "At the Rotary Club luncheon Tuesday, Dr. J. Russell Chandler of the First Presbyterian Church was asked to give the invocation. Before reciting the blessing, the minister led the business and professional men in a minute of silent prayer for the victims of the vote crisis in Selma, Ala."

In 1965, the LCHR announced that four African-American families had moved into the area and, "Our second season of 'eat-ins' is under way. Over 70 couples have launched inter-racial pot lucks with much gusto. Last year's group numbered 57 couples; so there's been a substantial increase in interest. Anyone wishing to participate with Denver non-whites may call... " These pot lucks grew to one hundred couples by the following year.

In 1966, the *Independent* discussed the work of the Colorado Anti-Discrimination Commission, empowered to investigate and conduct hearings on complaints about racial discrimination in hiring, education, public lodging, and housing. The article presented a commission survey of fifty major Denver-area employers either listed in the 1961 Dun and Bradstreet or employing over 100 in manufacturing. It revealed the then-current state of African-American employment: "Minorities represented 11.7 pct. of the total work force in the companies but represented only 6.6 pct. of the white collar workers. Few Negroes were employed in white collar jobs, and the largest number of those who were, worked as telephone operators and sales agents. Most Negroes working in the plan had semi-skilled or unskilled jobs. None of the 50 employers had a Negro stenographer. Spanish-ancestry employes held a larger number of white collar jobs, many being telephone operators and clerks. Most Spanish-ancestry plant workers had skilled jobs."

That same year, a racial controversy arose when the Atomic Energy Commission was considering a possible site for the location of its $375 million atom-smasher fifteen miles east of Littleton. As part of its review process, it examined the civil rights situation in Colorado and discovered the case of Vincent Warner, an African-American physicist with the Martin Company who was apparently blocked from taking possession of a $29,000 home on which he had made a $500 down payment. After several hearings, the Colorado Civil Rights Commission directed the sale to take place, though the realtor said he would appeal through the courts. Warner moved out-of-state shortly thereafter to take a new position. The members of the LCHR subsequently held a discussion with spokesmen for four area civil rights groups at the Faith Congregational Church – Ernest Romero, president of the Latin American Education Foundation; Jim Garcia, organizer for the New Hispano Movement; Carl Dixon, former chairman of the Metro Fair Housing Center; and Loren Watson, active in the Student Non-Violent Coordinating Council (SNCC) and formerly active in the Council of Racial Equality (CORE). A radical shift from the non-violent civil disobedience of Dr. King, based on the example of India's Mahatma Gandhi, could be seen. Garcia quoted from "Black Power" advocates Stokely Carmichael and Floyd McKissick. When asked by Council Chairman Elinor Greenberg about that movement's "emphasis on violence and destruction, which some observers see in the Black Power movement," Loren Watson answered: "Many of us

have grown up in a situation which has consisted primarily of violence and destruction. I think it is understandable in this kind of a climate, people would react with violence and destruction." The article continued, "Watson said there is an element of the Denver Negro community – particularly among the younger people – which is tired of working with whites for gradual civil rights. He criticized the complex tangle of court and civil rights commission actions involved in the Vincent Warner housing case. 'It is ridiculous to expect a man to tolerate this when the fair housing law is quite clear what it expects of people. There are some of us who felt that had we been in the same situation, we would have moved this citizen into his home, with an M-1 rifle if necessary.'"

Nationally, the threat of racial violence had already materialized in the Los Angeles Watts Riots. The *Independent* wrote "… the unanswered question is whether the President's poverty program, scaled back because of the cost of the Viet Nam war, can bring change at a fast enough pace to check the decline and prevent more explosions like Watts." Bob Amundson, LCHR chairman, wrote "Council Lists 7 Ideas to Help Prevent Riots" to the editorial page of the *Independent*: "Probably no other country in the world has conditioned so many of its people to expect things which they may never obtain. For members of the dominant group, the range of expectations is more attainable, but for many minority groups, decent jobs, education, and housing may not be a reality. As the gap grows wider between the overprivileged, suburban middle class families and the underprivileged, ghetto-dwelling, frustrated minority families, a fertile breeding ground for riots is developed. Riots feed on the premise that the power structure is not interested in and does not intend to 'open up' employment, housing or education." The letter included a description of "Operation Quest," a joint project of the LCHR and Arapahoe Junior College (AJC) created to secure quality higher education for metro area minorities. At that time, twenty-two youths, "both Hispano and Negro" had applied for admission. AJC had already authorized twelve tuition waivers, and the LCHR was working to secure support for the other ten students. Amundson concluded "The thrust of the Civil Rights movement has shifted from earlier emphasis on 'equality of opportunity.' It faces now the difficult problems of communicating to the dominant power structure the importance of 'equality of results.'"

In 1966, a *Independent* editorial entitled "Eleven Negro Families," read: "The Littleton Council for Human Relations reports that eleven Negro families now live in the Littleton community. The newcomers have received a friendly reception from the neighbors, for the most part, and Littleton's reputation as a civilized and cultured town has been upheld. Scarcely a month goes by but what someone whispers that Negroes are moving into a certain neighborhood in this or that city. Our informant then tells us that real estate values will depreciate. This does not follow. Negroes that can afford a $20,000 home don't let it depreciate any oftener than white families. Homes in Littleton are more likely to depreciate because commercial interests keep nibbling away at residential districts. A nice home, well kept by a Negro, maintains its value unless the whiles are fearful of their own status and erect "for sale" signs."

Unlike African-Americans, Hispanics had lived in Colorado for generations in communities that predated westward expansion from the east. The Spanish originally settled in the state and it bears a Spanish name. Historically, Hispanics owned farms and ranched throughout the state. The common appearance of Hispanic surnames in the *Independent*'s wedding and social announcements, and stories relating to fraternal organizations and community groups, seems to indicate that they were fairly well integrated into Littleton society. The previously-mentioned Colorado Anti-Discrimination Commission survey also revealed that they were a step above African-Americans on the employment ladder. In 1966, the LCHR held a regional conference on the "Spanish-named" people of Colorado, held at Arapahoe High School. The keynote topic was "How does cultural background affect social and economic development?" The panel and workshop participants included, among many other distinguished local figures, Denver state senator Roger Cisneros and Corky Gonzales. Gonzales, then board chairman of Denver's War on Poverty, was the founder of the Crusade for Justice, a cultural and civil rights movement, and one of the leaders of the Chicano movement, which sought better housing and education, among other goals. After an insightful history of the group in Colorado, keynote speaker Victor Salazar of the U.S. State Department concluded that unless communication and educational problems between the Spanish-named community and the rest of society were solved, "...it will be costly in police protec-

tion, welfare costs, and tax productivity." Yet the comments of Manuel Martinez, a young Denver artist, also reflected the strength of the Hispanics' historic values: "I don't want to pick up middle-class values. It's hard for the Spanish people to live in such a complex, competitive society. It's hard for us to adhere to your value system; it's too neurotic for us. When you understand our values, perhaps you'll understand why we don't want to be like you." A 1967 *Independent* editorial "Educating Suburbanites," concluded "… If we have to wait for the President to convince each Denver suburbanite that he should be concerned about the needs of the core city, we will be waiting a long time. The responsibility for getting ourselves educated lies primarily with the legislature, the metropolitan and suburban newspapers, and the middle-class suburban churches. The number of us in Littleton who have had any first-hand contact with the needs and problems of the people who live in the heart of Denver is ridiculously small. Until we can broaden our community of concern to include the entire metropolitan area, until we can feel that the problems of a Spanish-named child on Kalamath st. are our problems in the suburbs — until then, we will be a frighteningly long way from understanding our own city or any city."

The "Women's Liberation" movement emerged along with other civil rights issues in the 1960s. The right to personal control of reproduction was one of the issues, concurrent with the 1960 FDA approval of the birth control pill. Equal job opportunities and equal pay were also on the agenda. In 1961, President Kennedy appointed former first lady Eleanor Roosevelt to head his President's Commission on the Status of Women. Its 1963 report documented workplace discrimination and proposed fair hiring practices, paid maternity leave, and affordable child care. In 1965, Littletonite Mrs. Marie Smith attended a conference of the Governor's Commission on the Status of Women for Colorado, focusing on equal pay for equal work.

Though the gay rights movement is commonly dated to the New York City Stonewall Riots of 1969, gay men and women began to organize politically in the 1950s and in 1967, the first student gay rights organization was formed at New York's Columbia University. In Littleton, no open gay rights activities appeared to occur, though a few *Independent* articles broached the subject. A 1961 article included a statement by Littleton Police Chief Drake, "In a world where spiritual values have been largely forgotten and where religion has been all but replaced by a pseudo-intellectual and pseudo-scientific conglomeration of half-baked superficialities, there has developed a startling and dangerous increase in sex perversion." First on his list of sex perversions was homosexuality. Drake's moral compass became suspect, however, after his suspension and conviction for his irregular handling of monies collected for fines. In 1965, the *Independent* reprinted an editorial that had appeared in the *The Nation* that discussed the conclusions reached by the San Francisco chartered "Council on Religion and the Homosexual." It described the police persecution of gays that deprived them of their legal rights and went on to deplore the forced resignation of Walter Jenkins, a long-time aide of President Lyndon B. Johnson, after he was exposed by a gay sex scandal just before the 1964 presidential election. It then recommended the legalization of homosexual relations between consenting adults.

**The Sixties Counterculture**

The "Sixties Counterculture" emerged among young adults as the specter of the Cold War began to diminish. The counterculture grew out of the earlier Beat Generation, based on the influence of writers Allen Ginsberg and Jack Kerouac. The term "beatniks," coined in 1958, referred to adherents who espoused non-conformity, spontaneous creativity, and personal spiritual quests. They were actively critiqued in the press, as when *Time* asked: "are these self-appointed spokesmen for the 20th century young moving in a quest for meaning, or a flight from it?" Actor Bob Denver's role as Maynard G. Krebs in the television show "The Many Loves of Dobie Gillis," which ran from 1959 to 1963, satirized the movement. In Littleton, beatniks also appeared largely in the context of amusement. "Long black stockings and 'way-out' poetry were the order of the day" at a Centennial playgound "Beatnik Day" for kids, while adult "cats" and "kits," in the slang of the movement, enjoyed a Beatnik party in Aberdeen Village.

In the early 1960s, however, what had been a general youthful dissatisfaction with the status quo sharpened into more directed anger at the social, government, and military "establishment." It was fed by revelations that the Federal Bureau of Investigation and the Central Intelligence Agency, formed to gather intelligence to prosecute the Cold War, had begun spying and collecting information on citizens at home, including student groups. In

Littleton, this youthful counterculture appeared largely restricted to settings that encouraged free expression like liberal churches and, a few years later, Arapahoe Junior College. There, the discussion group "Hawks and Doves" was organized, the name a reference to the contentious promoters and detractors of the Viet Nam War. Topics included the New Morality, the Underground Church, the New Left Movement, and controversial books like Masters and Johnson's *The Human Sexual Response* and Joseph Fletcher's *Situation Ethics, the New Morality*.

As opposition to the Viet Nam War increased, the counterculture began to coalesce into an increasingly vocal and radical political force across the country. Student protests began on campuses. In 1965, two young men set themselves on fire, one in front of the Pentagon, one in front of the U.N., mirroring the self-immolation of Buddhist priests protesting the war in South Viet Nam itself. Investigated by the federal House Un-American Activities Committee, the young protestors were gradually joined by increasing numbers of citizens hostile to the war.

**The Viet Nam War**

The stage was set for the Viet Nam War with the end of France's beleaguered colonial rule, when the country, partitioned to maintain a fragile peace, was split between the U.S.-supported government of South Viet Nam and the communist republic of North Viet Nam. In 1961, to prevent incursions from the North, President Kennedy began to provide military equipment and advisors. In 1963, Viet Nam was first mentioned in the *Independent* in an extensive article in which a new Littleton resident, a former military advisor, reported on the situation there. A second article reported on a Littleton High School graduate who had recently returned from helicopter duty in Viet Nam. In 1964, a reported North Vietnamese attack on two American ships prompted a new Congressional resolution to prosecute the war. In 1965, President Johnson ordered the first bombing missions over the North and U.S. combat troops arrived in the South.

A 1965 *Independent* article on the draft noted: "Littleton men ages 18-36 will find their selective service board keeping closer tabs on them as the increase in draft calls, prompted by the Viet Nam war, demands more and more young men for military duty... The September Colorado draft quota, which originally was set at 99, was raised to 160. The October quota calls for 279 men." That same year came the first of such headlines as: "Littleton Son Missing in Viet Nam," and "Bamboo Ponji Stick Wounds Littleton Marine in Viet Nam."

A nationally syndicated column by Kenneth L. Dixon entitled "Viet Nam War Not Popular" appeared in the *Independent* in December of 1965: "A year and a half of covering this country from coast to coast, and constantly asking questions, leaves no doubt in my mind that the vast majority of Americans do not approve of our participation in the Viet Nam conflict. Many of them, however, are being tricked into seeming to voice their approval. They are asked to sign resolutions saying that they support our fighting men in Viet Nam. Well, of course, they support them. After all, they're over there fighting. But it doesn't necessarily follow that they support the policy that put them there."

By 1966, an *Independent* article reported that inflation caused by the war would add an extra $100,000 to construction costs of the new junior high. An editorial predicted the return of home front price controls and other wartime restrictions if the war in Viet Nam was escalated, ending: "About the best we can do now is to seek an uncertain truce as Eisenhower did in Korea 13 years ago." In March of 1966, the draft quota was up to 300, or over fifty percent over February's quota. Another editorial in October ended "We have no great stake in Viet Nam. We made an error in establishing a U.S. 'presence' there in 1954. There is no point in staying another 12 or 20 years. Our dead now number 5,000. Will the world be better off after 50,000 Americans lose their lives, and Viet Nam is scorched beyond recognition?" A letter from the parents of a Littleton prisoner of war drew Brigadier General John R. Murray to their home for a two and a half hour conference that promised better communication from the Pentagon on the status of their son. In the fall of 1966, Littleton lost three young men to the war. More followed. The city, which had lost two residents in the Korean War, lost a total of twenty-one young men in Viet Nam and Laos.

Sympathy for the Vietnamese people increased as reports concerning the deaths of innocent civilians increased. In 1966, the U.S. Agency for International Development was seeking volunteer workers for Viet Nam and ran a large ad in the *Independent*. An editorial discussed the work of a Littletonite who devoted himself to restoring schools, water supplies, buildings, and local government to the Vietnamese. Religious groups were asked to support changes in Viet Nam, and many spoke out

and protested against the war.

Resistance to the draft grew. The *Independent* reported "We've heard many times, 'They ought to take these draft dodging beatniks who are against the Viet Nam war and throw them in the army.' This week a draft board which tried to do just that was quite property slapped down by a federal court... 'It is not the function of a Selective Service System local board to punish registrants by reclassifying them 1-A because they protested... government involvement in Viet Nam.'" The draft also drew accusations of racism, as a disproportionate number of draftees were African-Americans. In 1967, "Many citizens are scolding Dr. Martin Luther King for trying to get us disengaged from the Viet Nam War which is costing more Negro lives than those of any other American ethnic group." With the renewal of the draft in 1967, in which young men not yet of voting age were to be called first, some began to seek a universal national service system, which would permit individual national service outside of the military. Others sought an all-volunteer military once the country succeeded in disengaging itself from Viet Nam. That summer, as twenty-eight local boys were drafted for service in Viet Nam, local anti-war efforts materialized including "Viet Nam Summer Littleton," a door-to-door canvassing campaign to organize opposition against the war. Television, too, played an important role in public opinion, bringing the battlefield into Littleton living rooms on the nightly news.

**Churches and Charities**

The number of churches in Littleton grew along with the residential population and many new church facilities were constructed. In July of 1957, twelve different Littleton churches were reported to have expansion plans. In 1960, the *Independent* reported on a common way in which congregations of the time planned and built: "This is the time of church complexes with congregations planning to build their churches in sections -- first an all-purpose area to be converted later into a fellowship hall; second an educational building; and third the actual worship area. Littleton has many new churches which have Phase I of the project off the drawing boards, but St. Timothy's Episcopal church is among the first to accomplish Phase II." St. Timothy's was designed by the architectural firm of Berne, Muchow, Baume and Polivnick.

Many area congregations hired professionals to design their church facilities and architectural renderings often appeared in the *Independent*. The churches were overwhelmingly modern in design. Plans included the 1950-54 Christian Science Church by Smith and Hegner; the 1955-1963 Ascension Lutheran Church by Wheeler and Lewis, the 1957 Holy Trinity Lutheran Church by Thomas E. Nixon, the 1958 Evangelical Free Church by David Walline, the 1958 Methodist Church by Donald H. More, the 1959-60 Christian Church by Nixon and Jones, the 1960 Presbyterian Church by L. Preston Johnson, the 1960 Centennial Acres Baptist Church by Jerome K. Nagel, the 1964 South Suburban Christian Church by William Muchow, the 1961-65 Methodist Church by William Muchow, the 1961 Church of God by Orrie J. Holmen, the 1961 Columbine Hills Baptist Church by John R. Tuttle, the 1962 Church of Christ by Don Marshall, the 1962 Faith Congregational by Eugene Sternberg, the 1962 St. Mary's Church by Roland Johnson, the 1963 Grace Presbyterian Church by Rogers and Nagel, and the 1967 Baptist Church by Marvin E. Knedler. The Carmelites remodelled the former Jacques Benedict home, purchased in 1948, to add a new chapel wing, and Gerald Crawford designed the Loretto Novitiate west of the Pinehurst Country Club.

Other churches with more modest budgets renovated existing buildings. Plans to re-use a corrugated metal Quonset hut for a church on East Poplar was protested by neighboring residents. Some congregations built their churches with their own hands. These may have been designed by the congregation, or constructed from purchased, stock plans. In 1958, the dedication of a new Baptist Church was announced, "In less than a year, doing most of the labor themselves and salvaging many materials from old buildings, church members have erected an edifice valued at $20,000 for only $9,000…" In 1951, a drive-in church even appeared at the Assembly of God, where services were held in a tent at North Prince and Santa Fe.

In the *Independent*, religion was largely restricted to a separate page listing church services. In the news pages, a series of detailed histories on a number of Littleton churches appeared and church charity work was sometimes highlighted. In 1949, the Presbyterians undertook an internationally lauded charitable program -- the creation of Littleton's Friendship House, in which individuals and families displaced by World War II were resettled in the United States. The cornerstone of Friendship House was laid in September of 1949, and the first occupant was a Hungarian exile who

was employed as a wood pattern maker at Electron. In 1957, two Hungarian families arrived. The men, a night club pianist and an electrician, were both treated at Jewish Hospital for tuberculosis before joining their families, who were temporarily lodged at the YMCA. In 1961, a fourth family arrived.

During the 1950s, Littleton churches occasionally crossed into the secular world and warned citizens of the dangers of gambling, including at the Centennial Turf Club, and circulated petitions and urged citizens to speak at public hearings against the granting of liquor licenses. Then, parallel to a national movement, Littleton churches began to take an increasingly active role in addressing the major social issues of the time. In 1954, an invited speaker of the Methodist forum spoke out publicly against McCarthyism and the Red Scare, "pointing to the growing encroachment on civil liberties in America today." Littleton churches were early and important on-going supporters of the civil rights movement, a 1956 *Independent* headline reading "Presbyterians to Help Negroes Win Fight in Alabama." The Littleton Ministerial Alliance donated funds collected on Good Friday of 1957 to the United Negro College Fund and churches hosted events of the Littleton Council on Human Relations.

President Johnson's "Great Society" moved many churches to help alleviate poverty in Arapahoe County. On the occasion of the 1967 creation of the Littleton United Church of Christ, incorporating the St. Thomas, Faith, and Cherry Knolls United Church, this philosophy was reported: "The church should be more concerned about the critical issues and problems of our community and world, rather than self-preservation and up building of the institution." The Inter-Faith Poverty Task Force, initiated by the United and Grace Churches, provided a means for congregation members to become involved in work with the Tri-County Health Department and the Arapahoe County Welfare Office. After the federal funding of an Arapahoe County "War on Poverty," the *Independent* ran a series of articles entitled "Faces of Poverty." In it, the work of Inter-Faith was described, including their assistance to a family of parents with four children who lived in a condemned house with no gas or electricity east of South Federal Blvd.

The nature of church services themselves changed and adapted to the times. "Many people have dropped away from the church because of stale hymns, monological sermons, antiquated prayer language, etc. The United Church now has a Sunday experimental worship service which seeks more participation by the people, greater simplicity, and more relevance to the specific needs and problems of men." At First Universalist Church, an experimental, perhaps even counterculture, service entitled "Feelin' Groovey" was presented by local artists, with poetry readings and modern dance.

In addition to the charity and fund-raising work of the churches, a variety of others raised money for worthy causes. At first individually, then organized as the Arapahoe County Community Chest, then consolidated under the Mile High United Fund, contributions were raised for various social and medical research uses. Annual fund drives were organized with the *Independent* providing regular progress reports and creating a competitive atmosphere to spur citizens and corporations to greater contributions. As local fund-raising groups were organized under regional and national organizations, professionally planned and coordinated promotional efforts appeared, often featuring Hollywood celebrities from television and movies. In 1958, actor Will Hutchins, TV's Sugarfoot, appeared locally when actor Jack Kelly, who portrayed Bart Maverick, was unable to attend. Jiminy Cricket from Walt Disney's *Pinocchio* appeared as mascot of the United Fund drive in 1960. "Littleton's own radio and television celebrity Pete Smythe" emceed a charity talent show.

**The Suburban Family**

When twelve million GIs returned from World War II, they were far different men than when they first left home. Military training and day-to-day life, in addition to the war and combat itself, were unfamiliar and stressful. Outside of traditional family relationships, values, and settings, they traveled the country and the world, acquiring new and often different perspectives on what their own lives might be like after the war. These ideas, combined with affordable automobiles, gasoline, and a rapidly improving and expanding network of roads, created previously unimaginable levels of mobility in the post-war years. Reunited with wives and sweethearts, and drawn to the suburbs by affordable new housing, many began very different lives far from their homes and extended, multi-generational families. Also contributing to this mobility were an increasing number of national corporations that commonly transferred staff between branch offices around the country. Transfers into, out of, and back to Littleton by Ohio Oil, Martin, Ramo-Wooldridge,

and Honeywell employees were common.

The *Independent* featured a series of columns that welcomed residents to the newly suburban town. The first to appear was "My Visits to Littleton's Newest" by "Your Littleton Hostess," a column that appeared under several bylines over the years. When the volume of newcomers became overwhelming, a series of neighborhood-specific columns were added to provide details. Without exception, the correspondents were women, assigned to visit every new family in Littleton and to list their names, addresses, children, occupations, and previous homes. Accompanied by a brief commentary and other selected personal details, such columns would be perceived as an intrusive and potentially dangerous violation of personal privacy today. Nevertheless, two randomly selected columns from 1957 provide a brief snapshot of Littleton's changing demographics. Thirty-nine new families with a total of sixty-eight children were listed. Twenty-six of the families relocated from fifteen different states ranging from New York to California, from Texas to the Dakotas. Of the eleven from Colorado, five were from Denver, four from Englewood, one from Las Animas, and one from Parker. But only one of these couples was noted as "some of those rare people — native Coloradans."

All these families, perfect strangers thrown together by the shared location of their new homes or jobs, began to settle in. Littleton's organizations were considered the heart of the community during this period, and many new suburbanites actively socialized and performed community work within the framework they provided. An *Independent* editorial reported: "The vast majority of newcomers to Littleton... have quickly found a place thru the church, the P.T.A., United Fund work, garden club, Legion auxiliary, Newcomers club, Woman's club, bowling league, Gray Ladies, or some of the other 110 organization in the community." Littleton's five largest service clubs were the Lions, formed in 1949, the Optimist Club of 1953, the Kiwanis of 1956, the YMCA Men's Club of 1956, and the Rotary, the oldest of the five, established in 1922. The overwhelming number of groups resulted in the 1957 formation of the Community Council, which acted as a coordinating agency. Traditional fraternal orders including the Elks and Masons were also very active, the Elks building a new home on South Curtis and West Alamo in 1949. Some of these groups presented public speakers and events that kept members up to date on local, regional, and national social, political, and business trends. Such talks were frequently the source of important information disseminated through the *Independent*.

Other civic organizations included recreational activities for children, with holiday events like Santa's arrival for the Christmas season and the Kiwanis Club's annual Easter Egg Hunt in Sterne Park. The Masonic youth groups, the DeMolay boys and the Rainbow girls, offered popular events and activities. The Littleton Chapter of the Civil Air Patrol Squadron, chartered by Congress during World War II, included a cadet wing for 14 to 18-year-old boys and girls and a senior wing for adults. Some of its activities – first aid, radio communication, ground and air rescue techniques, and aviation – overlapped with civil defense activities. The Jaycees, or United States Junior Chamber, a leadership training and civic organization, included members from 18 to 40 years of age. There were also separate youth organizations for all age groups including the Boy Scouts, Girl Scouts, and Police Academy.

The YMCA was another important civic organization that drew new residents together. In 1947, a group of citizens began to raise funds for a new recreational center in Littleton. Initially, the plan appeared to be for an independent community center, but in 1951, the group asked the YMCA to take the lead. Programs began in Town Hall, where the City Council provided free use of the second floor five nights a week, and at the Denver Y, where members carpooled to swim. In 1953, the YMCA began a fund-raising drive to construct a new building. Earl C. Morris was named architect and the dedication ceremonies were held in late 1956. Even before the building was completed, the YMCA athletic program drew 1,723 youngsters. After its completion, 27 instructors ran a full program of sports, gardening, and bridge, among others. A series of service clubs associated with the organization were also chartered, including the YMCA Men's Club. The YMCA had regular open houses, membership drives, and benefits, including one in 1957 by well-known band leader and trumpet player Clyde McCoy, famous for his song "Sugar Blues." In 1960, funds were raised and an outdoor swimming pool was built, followed by an indoor pool in 1963, both by architect Morris.

The city also had a long tradition of highly competitive amateur baseball and bowling leagues and their games featured prominently in summer news coverage. New homeowner groups like the 1954 Broadmoor-Woodlawn Civic Association, orig-

inally formed to organize the annexation of over 400 homes, survived annexation and continued as community political and social organizations. All of these civic and fraternal groups were supplemented by corporate activities, like those at Martin, which employed a full-time activity director to help thousands of its newly transplanted workers enjoy a pleasant social and recreational life. Finally, newcomers were welcomed at the city's traditional civic events, including Homecoming Week.

In addition to its columns welcoming newcomers, the Littleton *Independent* worked to create a strong community identity that could be shared by old and new residents alike, and to recognize their civic contributions. A series of "active citizen" profiles appeared, along with its traditional awards for "Most Valuable Citizen," and "Mother of the Year." In 1960, the paper organized the Littleton-Bega Goodwill Town Exchange, in which citizens of Littleton and the Australian town of Bega traded visitors.

With the advent of regular evening television viewing, the dominance of these organized groups began to wane as early as 1958, when the *Independent* reported: "... television has just about wrecked what neighborliness we had in America. As recently as 1950, fully 25 pct. of our people were entertaining or visiting friends once a week. By 1954-55, this figure was down to 10 pct... "

The majority of men's time was consumed by work outside the home, often after a commute by auto. A 1957 survey by consultant William Johnston, performed during his master planning process for the city, revealed: "There appears to be a great deal of mobility on the part of Littleton's labor force with many Littleton residents being employed by establishments elsewhere in the Denver metropolitan area... On the other hand, the 21 major manufacturing plants in the city employ most of their help from outside Littleton... Among the large firms, between 60 and 90 pct. of the workers live outside Littleton as contrasted with the small firms with over 85 pct. domestic employment... "

The previously discussed sampling of "Littleton's Newest" revealed that twenty-one or 54 percent of the men worked for the Martin Company in capacities ranging from aeronautical engineer to boiler room fireman. Eight men had white-collar jobs in management, sales, or administration at major regional or national corporations including Gates Rubber, General Motors, Hartman Insurance, Montgomery Wards, Shell Oil, Ramo-Wooldridge, Sutherland Paper, and Stearns-Roger. Two were educators, one a principal in the Cherry Creek schools, another a social studies teacher in the Denver Public Schools. One man sold cars at Bell Motor Company. Three were employed in construction-related jobs — one a carpenter, one in the Englewood city construction department, and one was Littleton's new building inspector. Three men owned their own businesses —gas stations, a tile company, and an auto body shop.

When not working, men were found volunteering or socializing with neighbors, community organizations, or enjoying hobbies, recreation, and family and home life. "Not counting his vacation, the average man is home 110 days of the year. He simply couldn't stand to lie around... all the time... Perhaps it is... a human trait to feel better in working up a sweat, in building up a delicious thirst, and in creating a lovely yard or a lamp for the patio. At any rate, the suburban home and yard give everyone plenty of chores." These days were also considered family time. Most stores were closed on Sunday so that both workers and shoppers could devote themselves to family pursuits. "Our objection to Sunday operation is that it tends to weaken the American family... Look at the families in Littleton whom we consider 'the best in the community' and what do you find? You find the parents and the children doing things together in the basement, or in the yard, or setting off on skiing trips or summer picnics." Many adults found such pursuits rewarding and fulfilling, yet the *Independent* further observed, "There is more togetherness in the suburban family because there is less to do in the evenings. But this also means less stimulation for Mother and Dad who are reduced to small talk about hobbies, home work, or table manners. In the city, parents were nearer to kindred spirits with whom they could spend a lively evening."

If suburban home life was somewhat isolated and unstimulating for men, who worked outside the home, it was far more constricting for women. Prior to World War II, married, middle-class women were expected to remain at home as housewives. Only unmarried, widowed, and lower class women who needed to support themselves or help support their families were normally employed outside the home, largely in assembly line, administrative, or customer service roles in offices, shops, and manufacturing. During World War II, the number of women in the workforce rapidly increased to fill war production jobs in the absence of men in mili-

tary service. These women often assumed more important tasks normally reserved for men. But in the immediate post-war period, most women returned to the home when the GIs re-entered the workforce. The sampling from "Littleton's Newest" found that only five wives, or 13% worked outside the home: one at the Denver Dry Goods Department Store in the accounts payable department, one for Martin in an unspecified job, one for the phone company as an evening shift operator, one as an insurance agent, and one at an unidentified job whose mother lived with the family and cared for their child. A sixth wife worked at home as a test cook for General Mills. Two wives were former teachers who had retired upon their marriage or the birth of a child.

The society at large, through articles and advertising in magazines and newspapers, and through movies, radio, and television, communicated that women were expected to find their fulfillment in the home and in service to others. Though socially radical on many other levels, the suburbs reinforced the traditional concept of men in public and women in domestic domains. Women were confronted with often-conflicting ideas about their role in the suburban community and their own families. One of the most dominant images was the feminine homemaker and mother. This was reinforced by such articles as the reader-contributed "Should Mothers Be With Their Children?" which confirmed, in no uncertain terms that women belonged in the home: "We have come a long way toward so-called 'equal rights' with men in the last century -- maybe too far? Women had to assume many new roles during World War II, but now, isn't it time for women to sit back and let the men take over again?" The upbeat message of the 1961 article "Mrs. Littleton's Goal for Home is Happy Atmosphere and Good Menus" was somewhat diluted by the listing of the week's divorce petitions that appeared below. Still, it was a short list, and most marriages survived the period intact.

In the Arapahoe Junior College master plan document, a section entitled "The Woman Student" simultaneously placed women on a pedestal and in a cage: "The College believes that the woman student deserves something more than being allowed to enroll in a curriculum primarily designed for men. Curricula designed for a sex whose principal role is that of a wage-earner is not and cannot be ideal for another sex whose role is that of a homemaker first and wager-earner second. The very ambivalence of a woman's role would appear to make it imperative that she receives an education even richer than a man's. Education for man is relatively single-purposed, and demands depth. By contrast, education for women demands breadth, as it should seek to help her adjust to her several and often conflicting 'lives': first, as a girl growing up in a 'man's world'; as a transient or career employee; as a wife and mother; and finally ... as a mature woman who may be facing a forty-year span stretching from the emancipation of her youngest child through to her widowhood..."

The *Independent*'s long-standing award for "Mother of the Year" began to compete with a whole series of retailer-promoted contests based on homemaking skills, poise, personality, and grooming. In 1962, the Littleton Chamber of Commerce sponsored a search for the city's "Most Charming Homemaker" in which candidates were selected at each of the area's seven shopping centers, with the winner selected by a final vote of shoppers. The contests reflected the increasing importance of women as the primary family decision-maker in the consumer marketplace. Retail stores and product manufacturers continually invented and advertised products that appealed primarily to women, now responsible for the purchase of everything from food, clothing, and domestics to furniture and automobiles. Many new products were developed specifically to appeal to women, and often promised to free them from household drudgery. This included a plethora of new electrical appliances; pre-mixed, pre-prepared, and pre-packaged convenience groceries; and an increasing number of fast-food restaurants and shops that offered carry-out meals.

The act of shopping also fulfilled an important social need in suburbia. In an editorial entitled "New Social Center," the *Independent* acknowledged that changes in the retail industry had broken the historic social bond between the independent shop owner and the woman customer. It continued: "Then something else occurred. The markets became so crowded that women were able to spot friends in the store. New patterns formed and the shoppers unconsciously timed their visits to meet a maximum of friends. Thus has grown up a new social center for women. These centers are to the housewife what the soda fountain at the drug store is to her husband and teenage children. Sitting home with a TV set is satisfying for a while, but everyone needs human contact."

For many women, volunteer and charitable activities with church and community organiza-

tions were their only outlet for activities outside the home. During the 1950s, these were largely focused on family and domestic pursuits. But by the early 1960s, they offered demanding and sometimes controversial roles as challenging as any in the workplace, often including major fund-raising and public speaking on the most important social and political issues of the day. In 1961, Littleton women worked to raise $30,000 to maintain Colorado clinics for the national group Planned Parenthood, under whose auspices the birth control pill was researched and tested. Others spoke out on behalf of civil rights, desegregation, and equal access to housing. The League of Women voters was active in Littleton, sponsoring public presentations by candidates to inform voters. In 1961, it was also reported: "Littleton women are joining in the nationwide 'Strike for Peace' ... to appeal to all governments, on behalf of all the world's children, for an end to the nuclear arms race. For this one day, the regular routine at home and at work will be suspended so that women everywhere may visit their elected representatives, and the U.N. delegates from other countries, to appeal for the future of mankind."

Despite the pressures to remain a homemaker or to spend free time in volunteer and charitable pursuits, the increased spending necessary to maintain the suburban lifestyle and expanding career opportunities gradually drew many women into the workplace and spheres previously reserved for men. The Littleton Business and Professional Women's Club was created to inform and broadly educate members on international, national, and local issues of importance. It was a time of many "firsts" for women. Mrs. Gussie Smith was the first woman elected to the City Council, though an article that announced her naming as Littleton's "Woman of the Decade" related: "Littleton makes the claim that it has the nation's most beautiful council member in Gussie Smith. But Mrs. Smith goes about her duties apparently unaware that her breath-taking presence changes the atmosphere of any room." An article about the election of two women to the Littleton school board reported the jokes about "women taking over the board" made by "masculine board members."

Ironically, many such articles were written by a series of active women journalists including Marge Easton, Shirley Fraser, Jane Mockett, and others whose work often dominated the *Independent*. Marge Easton was responsible for many important columns including a major series on the history of Littleton churches and the regular column "Council Capsules" which provided a weekly synopsis of Council business. As "Education Editor," she wrote a lengthy and continuing series on the development of Littleton education and curriculum during the most rapid period of school growth in the city's history. Women also played an important role at the *Independent* preparing the previously mentioned columns that exhaustively detailed new arrivals and events.

The employment of both men and women was reported by Heco, Red Comet, and O.K. Rubber factories as well as the post-war firms of Electron, Ohio Oil, Martin, and Ramo-Wooldridge. The role of women working as telephone operators diminished with the introduction of dial telephones, but increased with retail's dramatic expansion, where women served as clerks, managers, and sometimes as store owners. Women also began to exploit new business opportunities based in the home, most notably conducting "hostess parties" to sell wares. As Alison J. Clarke says in *Tupperware; The Promise of Plastic in 1950s America*, these home parties "... proved a particularly viable form of sales in geographical areas and social groupings with strong female networks ..." Her book explores how the Tupperware party became "a cultural hallmark of 1950s American suburbia." "By the late 1950s more than three-quarters of a million women were involved in direct selling, a phenomenon attributable at least in part to suburban development and the ensuing rise in household consumption." Interestingly, Tupperware expressed conflicting ideas about women in suburban life -- the domesticity of the buyer contrasting with the professional independence of the saleswoman, and the false economy of consumer purchasing versus the thrifty management of leftovers. Other firms also used these same sales methods. In 1966, a Littleton woman became a Shaklee dealer, a firm which was an early producer of organic cleaners, food supplements, and cosmetics sold only through such distributors.

Career opportunities developed to promote domestic products for which women were the primary purchaser. These include the previously mentioned housewife who worked at home testing recipes for General Mills. At Woodlawn's new Safeway, a home economics graduate of the University of Nebraska who had previously worked as a hospital dietician was hired to serve as a "hostess" to advise shoppers. IREA created the position of Home Electrification Agent and the position was

filled by a series of women professionals. In 1955, Evelyn Lyons occupied the position, now titled Home Economist. A graduate of Kearney State Teachers College in Nebraska, she was hired for her ten years experience in sales promotion and public relations. In the words of the 1955 IREA Annual Report, "She works with the consumers explaining the use of electricity, conducts electrical equipment demonstrations, and shows films on proper lighting. She works with the County Home Extension Agents throughout the area, and participates in the 4-H Club work. She is hostess to groups and clubs in the Assembly Room of the Office Building, conducting educational programs." Many of Evelyn Lyons' activities took place in the IREA all-electric demonstration kitchen.

In the 1960s, new career opportunities began to emerge that afforded young women more opportunities for travel and independence before marriage. The Peace Corps was first conceived by Senator John F. Kennedy as he campaigned for the presidency and was established in 1961 by Executive Order. In early 1962, a 23-year-old Centennial Acres "girl" was a very early volunteer, serving as a Peace Corps teacher in Africa. At the opposite end of the spectrum, a new high-prestige career arose with the growth of the post-war commercial airline industry – that of stewardess. Articles like the 1966 "Littleton High Graduate Joins Stewardess Corps," often featured photos of the young women in their uniforms, oddly mirroring those of young soldiers heading for Viet Nam. The job requirements were strict, "Prospective United stewardesses must be single and at least 20 years old but not yet 27. Height and weight restrictions are 5 feet 2 to 5 feet 9 and proportionally not exceeding 140 pounds. A high school diploma is required and college or business training is desired."

A sermon by Littleton minister John R. Graham related a commonly held view of suburban "commentators": "Because men commute to the city to work each day, we are told that the suburbs are left to be shaped primarily by women and people under three feet tall. The suburban areas are described as 'manless deserts.' All sorts of dreadful and distressing developments are said to occur as a result of this condition." In fact, though some men car-pooled to work so their wives could drive to shopping during the day, many women were largely housebound. Before second cars became common, women and children were often isolated in their homes and immediate neighborhoods with restricted access to automobiles, no access to public transportation, and sometimes, as when no new Littleton service was available for two years, no telephones. Women were also isolated from their extended families, a multi-generational support group that had previously been the source of guidance on marriage, childbirth, and parenting. Many suburban women began to turn to other sources of assistance such as the influential *Baby and Child Care*, first published in 1946 by Dr. Benjamin Spock. Considered the child-rearing bible of parents in the post-war baby boom, the book was ultimately branded by some as a source of excessive permissiveness that resulted in the counterculture movement of the 1960s. Psychology articles began to appear in the popular press. The *Independent* offered it's own advice on suburban relationships, mental health, and child-rearing. "Dear Gals and Guys," a new advice column by Gladys Parker, appeared in 1958. The paper urged families to watch a 1960 TV series on mental health issues and problems including family, neighbors, prejudice, teenagers, and women at work. More pointed were their articles "Erratic Women Workers Rear Delinquents," and an announcement of a talk entitled "Are Parents to Blame for the Mentally-Ill Children in School Today?" Sex education classes were offered at the YMCA to assist parents in communicating with their children, just three years before San Francisco's 1967 "Summer of Love" in Haight-Ashbury, a defining event of the counterculture movement.

Teenagers, historically employed in urban after-school jobs or rural chores, were often isolated and idle in suburbia. Many of the organizations to which they were encouraged to belong were specifically intended to deter them from "mischievousness or sometimes worse, delinquency." "'Teenage Rebel' is Normal, School Psychologist Says," but a 1963 editorial by an anonymous 13-year-old girl entitled "A Teenager Explodes" highlighted the generation gap of the time: "That's right, you were teenagers — once. But that was one or two generations ago. Times are changing, Pop! You don't think so! Well, let me present a few facts. Did you folks tool up your cars with triple carburetors, eat chopped petunia sandwiches, drink coke mixed with orange, ginger ale, lime, and cream soda? Did you old guys have the cool flat tops, button down sport shirts, and black, pointed toe shoes? How about you ageing gals? Where were your beehive hairdoes, leotards, short (and I mean short) skirts and trading bobby pin hobbies? Oh, and what

about your dances? Bet ya never even heard of some of ours! We like the lights low, the tempo hot, and a real 'bop beat'! Torchy, Huh? Let's face it, we're a generation of reckless, apathetic, conformist, immature — well, er, we just are! Changed your mind about the times? I sure hope so."

The suburbs and suburbanites came under increasing scrutiny from sociologists. In the editorial entitled "You're A Guinea Pig," the *Independent* baldly stated: "Most readers of this newspaper are suburbanites. As such you will be the subject of a great study by social scientists for the coming decade. They will feel your pulse, probe your dreams, and attempt to discern whether you have achieved fulfillment or are frustrated." Conformity was considered by many sociologists to be a primary characteristic of suburban life, and indeed, in 1957, the paper also reported: "Life in the suburbs is not easy on many women. Used to the anonymity of the big city, they suddenly realize that they have pressures to conform. Their neighbors watch whether they go to church, give a party, come in late, keep their yards neat, drive a dirty car, rear their children properly, or leave dishes in the sink. This is generally a friendly interest, but some women can't take it. They go to their ministers or psychiatrists when the strain becomes too great... Humans are happy when they are successfully struggling to keep warm, to secure food, to achieve shelter for the family unit. These needs are now easy to come by and we have to aspire to something else. We dream dreams but we are not always equipped to reach the contentment that we thought would be ours when our physical wants were satisfied." Betty Friedan published her critique of the narrow societal role of suburban middle-class housewives in *The Feminine Mystique*. Male corporate workplace conformity was discussed in William Whyte's *The Organization Man*. Suburban life was also the subject of popular literature, television, and movies, including the teenage conformity, angst, and rebellion of *Rebel Without a Cause*. Mental health issues began to be more openly discussed, including articles such as "Doctors Say Pain is No Less Pain Merely Because It Arises in Emotional Conflict." "Littleton Women Cited on Success In Losing Weight" pointed toward the inception of an unhealthy obsession with weight that still continues today. In 1966, Littletonites were warned that drug traffic and use was likely to increase in the suburbs. In 1967, the Police Chief warned parents to watch for signs of drug use including LSD, which it was not yet illegal to possess or use in Colorado. As counterculture youth began to explore illegal and soon-to-be illegal drug use, prescription drug abuse also began to appear. Drugs like Valium gained the nickname "Mother's Little Helpers" as some women used them to assuage suburban isolation and malaise.

**Health Care**

Littleton's citizens of the period relied heavily on major health care services outside the city, including Porter Hospital in Denver, and Swedish Hospital and Tri-County Health Services in Englewood. Planning for a 200-bed hospital began in 1958 for a site at the northwest corner of Ridge Road and South Broadway, but it did not come to fruition during the period. Aside from single-physician treatment facilities that often operated from small offices or homes, the 1947 Littleton Clinic appeared to be the largest medical facility in the city until the 1960s, when medical treatment options began to broaden. The Littleton Clinic at 159 Sherman Avenue was established by Dr. Ralph W. MacKenzie, a prominent physician who was very active in Littleton community affairs until his death in a plane crash during an Alaskan hunting trip. The design of the 1950 Littleton Clinic building was significant for its architecture and planning, and appeared in a number of surveys of medical clinics of the period. It was the first work of architect Eugene D. Sternberg in Colorado after his move to the state. As a result of the project, Reinhold Publishers hired Sternberg to tour Europe in 1954 and collect information and photographs for a book on medical offices and clinics internationally. The 1966 addition to the east was designed by prominent Denver architect Richard L. Crowther. At the time of the addition, the Clinic included ten doctors.

Prominent health issues of the period included tuberculosis, for which free lung x-rays were offered to all Littleton residents in 1949 and polio, which caused its first death in the city in 1951 and against which 401 children were vaccinated for free in 1956. These large scale free diagnosis and treatments were common for contagious diseases before regular, professional health care for individuals became common. In 1962, a measles vaccine was "expected soon." Other public health issues like sanitation were addressed by Tri-County Health, which developed a new restaurant rating system in 1951. Littleton opened a war against rabies in 1950 when seven in the city were bitten by mad dogs. Such occurrences became rare after a 1958 leash law

and new standards of health care for family pets arose, as evidenced by the clinic opened on Santa Fe to care for both small and large animals in 1962.

In 1950, the national debate over the role of smoking in lung cancer first emerged and by 1957, the *Independent* featured a chart from the American Cancer Society, "Association Between Lung Cancer Death Rates and Cigarette Smoking." In 1955, resistance to antibiotics was first identified by doctors and patients were warned against overuse. Environmental health issues began to be recognized in 1960. Pesticide use was addressed in "New Insecticides Lethal; Use Them With Great Care," which concluded "If it will kill bugs, it can kill you -- and, even more quickly, your children." This and other health issues, such as the effects of increasing air pollution, resulted in federal bans on many pesticides of this period and environmental legislation to restore air and water quality. "Chemicals in Food Supply Worry Colorado's Doctors" said: "We're fooling with our food supply -- and perhaps recklessly. Use of hormones and antibiotics in farm animals and the sometimes broadcast spraying of powerful weed and insect killing poisons pose medical and scientific problems which are for the most part still unanswered." All of these issues remain important public health issues that the country continues to struggle with to the present day.

Patients were encouraged to initiate diagnosis and handle medical emergencies. In 1958, the Fox-Woodlawn Theater arranged a special screening for women of a movie on breast self-examination. In 1961, the newspaper gave instructions for closed heart massage for use in case of heart attacks. New technology included the heart pacemaker. New diagnosis tools included ultrasound devices and increasingly sophisticated urinalysis. New home care products included the electric toothbrush, and the increasing use of deodorants.

To provide for Littleton citizens in death, Chapel Hill Memorial Gardens was founded on South Broadway in 1951 and, in 1960, Denver architects Kellogg and Sayre designed its Chapel of Memories Mortuary. Architect Raymond Heyl designed the 1958 Chapel of Peace at the Nickels-Hill-Drinkwine Mortuary on Littleton Boulevard near Hickory.

**Golf and Other Recreation**

During the post-war years, golf became an increasingly popular sport in Colorado and the Littleton area. In 1955, prominent social figures including Denver's Mayor Quigg Newton promoted the Columbine Golf Club for the Littleton area. The club was to also include a 160-acre "village" with apartments, retail, and 221 home sites. Renderings by architects Robert M. and Earl C. Morris, then C. Francis Pillsbury, appeared in connection with the project. President Eisenhower, who frequently visited the area, was presented with a gold membership card to the club. When it opened in March of 1956, the $832,000 project included an 18-hole championship-specification course in the meadow land along the Platte River. There was a $340,000 clubhouse and adjacent swimming pool. "Even before the clubhouse was completed, the initial membership of 432 were nearly fully subscribed. The membership voted to limit membership to 550 families with the few remaining memberships to be priced at $2,000." In 1956, Frank Cowing won the first golf championship of the Columbine Country club. A director and vice-president of manufacturing at Heco, he was reported to have begun his golfing career in Walsenburg as a boy.

The Arapahoe Country Club was built on the former Brookridge Dairy site on South Broadway, its clubhouse located in the former Fred Hart Mansion. In 1956, it was announced that Henry Hughs, a well-known golf course architect, was to design the club's nine-hole course. A 1957 *Independent* article featured a plan of the golf course captioned, "Late August will find members of the Arapahoe Country Club trying their golfing skill on the Club's new nine hole course. The 3,131-yard, Par 35 layout is situated at 3200 South Broadway, between Englewood and Littleton." Another article listed all the members of the new club. In 1958, plans for an indoor "year-around" swimming pool, gym and ice skating rink were announced.

The Pinehurst golf course was developed by Carl Norgren on the site of the Pinehurst Farm, 320 acres which he purchased in 1947 to raise Hereford cattle. When surrounding development encroached, he assembled a 900-acre ranch in Platteville and considered "a suburb development, a golf course, or a combination of both" for the Pinehurst site. A 27-hole golf course and club was begun in 1959 and opened in 1961. The club's Z-shaped swimming pool was credited to architects Sudler and Associates, who may be responsible for the buildings as well. Original memberships numbered 1,600, with a capacity for 2,000. "The price for a family to join… is an initial $780, and monthly dues are $14.40."

In the early 1960s, golf came of age in the

area. A 1961 *Independent* headline read: "Sixteen Country Clubs Now Flourish in Metro Area; Pinehurst is the Largest." In 1962, avid golfers signed a petition urging a "Gold" course for Arapahoe County. Local clubs hosted some high visibility tournaments. These included the 1963 women's Trans-Mississippi Golf Tournament at the Pinehurst Country Club, and the 1967 Professional Golf Association tournament at the Columbine Club, delayed a year by the restoration of six holes badly damaged by the 1965 Platte flood. For the PGA event, a major clean-up effort by the city and merchants gave South Santa Fe a "No. 1 Beauty Treatment."

Golf courses were also the centerpiece of a number of new residential communities. In 1964, an ad appeared for "Concept Southglenn" that promised "County Club swimming - golf - AND personalized homes... it's a whole NEW approach... " This project, like the original plans for the Columbine Golf Club, predicted the type of recreational-centered residential developments common today. Miniature golf also became popular — a 36-hole course with patio and lounge was built at 6500 South Broadway.

Bowling, too, was a popular recreation in Littleton during the period. In 1956, a 16-lane bowing alley was planned for Broadmoor and a 24-lane bowling alley set for Woodlawn Center. In 1958, bowling came to South Broadway. In 1960, the Belleview Bowl was the location of the Women's International Bowling Conference Tournament (WIBC), which anticipated 40,000 visitors and 15,500 competitors over a five-week period.

In 1958, Santa Fe Kiddie Land opened, an amusement park featuring a miniature train, boat ride, pony track, roller coaster, gasoline tractors, hand cars and a Ferris wheel.

The popularity of horseback riding was a reminder of the area's more rural and agricultural past. Littleton youth commonly participated in riding events at the Arapahoe County Fair, including Little Britches events. In 1956, a Normandy Stables horse show drew 189 interested youth. The following year, an article discussed the programs and popularity of the newly formed Normandy Riding Association and Saint Mary's Academy Riding Club. A yearly invitation was issued to the public to enjoy the polo game at Phipps Ranch on Labor Day.

**Art, Culture and History**

Since Littleton's new suburban residents included many highly educated and literate professionals, the city naturally experienced a surge of cultural organizations and events. Well-traveled and speaking thirteen different languages between them, these residents explored theater, music, and the visual arts as part of a well-rounded life. They participated in events in Denver, joined with Englewood in a Community Art Center group and Civic Music Association, and attended summer performances at Red Rocks and the Central City Opera. A Community Arts Symphony began in 1953 and a number of citizens were also active in the South Suburban Civic Music Association.

In 1954, Littleton citizens shared suggestions to promote new arts activities in Littleton after a "Critics Dinner" event. They included working with the children's museum curator at the Denver Art Museum to establish a summer arts program similar to one conducted by Englewood. Another suggestion by a Littleton ballet teacher was a Littleton Spring Arts Program that might include music, ballet, and an outdoor theater program. A community chorus society was suggested with monthly practices held in member homes. Landscape architect George Kelly discussed school and community beautification, and programs that combined professional leadership with involved amateurs such as the Homecoming Flower Show. Architect Earl C. Morris, who lived in the area and designed six Littleton schools of the period, encouraged the involvement of existing institutions like the YMCA, schools, and public library.

Other Littleton architects including Eugene D. Sternberg and Joseph Marlow were also very active in promoting the arts in the city. Sternberg held art shows at his offices and originally proposed the creation of the Littleton Fine Arts Commission to select and purchase public art and promote the arts in the city. Both incorporated art and sculpture into their work. Marlow included a large tile wall installation by Belgian artist Rene Heyvaert at his Title Guaranty Company Building, Littleton artist Varian Ashbaugh's sculpture at his Black Building, and a Robert Propst sculpture at his Woodlawn Littleton Savings and Loan Association building, all on Littleton Boulevard. Other public art also appeared in town, including an abstract Varian Ashbaugh sculpture that served as a fountain at the entrance of the New Woodlawn Shops.

Existing institutions like the YMCA included art classes and the annual Homecoming Week included a large sidewalk art show and sale that included 116 artists in 1960. In 1956, at Littleton High

School, architect Earl C. Morris and Vance Kirkland, head of the art school at the University of Denver, arranged a show of original art with the assistance of Mina Conant, president of the "Fifteen Colorado Artists," a group that exhibited throughout the region. The show included the work of Kirkland, Denniston, Sanderson, Drummond, Billmyer, Paul K. Smith, Vavra, Kirchner, Kreig, Philips, Conant, Mead, Falck, Kotoske, Myrtle Rorem, and Perli Pugh. The majority of the artists were teaching in colleges and public schools in the region.

Local theater was dominated by the Columbine Playhouse, an important Littleton institution that presented a popular summer stock season. The Columbine Players, its regional repertory group, provided the core theatrical programs, though other productions were organized including the 1956 appearance of four traveling Broadway shows. The group used the 4-H building at the Arapahoe County Fair site, but in 1963, discussions began regarding a more permanent home for the Playhouse. That same year, the *Independent* ran a series of articles on some "Interesting Personalities" involved with the group.

As parents pursued their own cultural interests, Littleton school students presented regular musical and theatrical programs. In the 1960s, they also began to explore the popular youth culture of the time. In 1962, teens attended "Twist Around the Clock," at the Woodlawn movie theater starring "the fabulously successful King of the Twist, Chubby Checker." An enterprising Euclid ninth-grader eschewed the purchase of a $6.00 concert ticket and approached Houstoun Waring for a press pass instead. The *Independent* ran her front page story "In Search of Those British Beatles," written after attending a backstage press conference at Red Rocks in 1964. This was followed by "Arapahoe High School Girl Finds [Herman's] Hermits Clean and Well-Mannered" and "*Independent* Writer Meets a New Breed of 'Animals,'" after the band became famous for their song "The House of the Rising Sun." Littleton boys, like so many others around the country, began to form garage bands. The *Independent* reported: "Beatle-Type Combos on Increase," and the Jaycees sponsored a rock-and-roll "Battle of the Bands" at which a statewide winner was awarded $5,000 in scholarships. The 1966 article "When They Swing, the Kids Listen" described four Littleton boys who formed the "Echoes," which rose to become one of the region's most popular bands in the course of a year.

The contrast between the traditional and classical arts enjoyed by the adults and the popular culture of the area's teenagers reflected an emerging national debate about the relative merits of "highbrow," "middlebrow," and "lowbrow" arts. Television was considered the epitome of mass-marketed low art.

A 1948 *Independent* article, "Denver Won't Get Video Stations for Some Time," revealed the nature of early television technology, which included three types of programs – movies, studio shows, and remote programs such as football games. A University of Denver speaker at the Littleton Rotary reported that even when Denver got a station, it would only be able to broadcast local studio shows, since the network cable extended only as far west as Kansas City. He went on to report on the national scene, "While colored television and the use of big screens are still in the development stage, ordinary television has come of age in 1948. There are now 49 commercial television stations, 7 more are about to get started, 116 others have been granted construction permits, and 311 applicants are waiting permission. In this group are eight from Denver. During the first 11 months of 1948, some 705,500 television sets were made in America. So many people are now getting television sets that managers of major sports events have begun charging a fee if their contests are televised... the Brooklyn Dodgers are asking $100,000 for the television rights on their games next season."

Television finally arrived in the Denver Metropolitan area in 1952. According to the *Independent*, not a single TV set was found in Arapahoe County that spring as part of an assessment for a tax on household goods. That fall, assessors found $1,028,600 worth of television sets. The quality and appropriateness of programming quickly came under scrutiny. By 1954, a survey revealed that twenty violent deaths were shown in two hours. Television was accused of glamorizing violence to children and mothers were urged to "take them aside after each such program and discuss the human values involved in the TV play." Concern over programming spurred 5,000 suburbanites to raise funds for the creation of "educational" television. This resulted in the formation of publicly subsidized Channel 6, used in language and arts classes in the Littleton Public Schools.

A number of Littletonites appeared on television during the period including an engineer from the Martin Company who demonstrated

"Zero Gravity" shoes on Garry Moore's "What's My Line," using soles with a Velcro-like material. Littleton pianist David Grusin appeared on the Andy Williams Show along with Peggy Lee and Jack Benny, and performances by the Littleton High School Lionettes and others local groups were shown on the Ted Mack Amateur Hour.

Littletonite Ev Wren was the owner of Denver's Ev Wren Radio-TV Productions, which recorded TV station announcements, background music for television shows, and singing commercials and advertising jingles by local and national talent including Johnny Cash, the Modernaires, and King Sisters. Arapahoe County was central to the national development of cable television, with a number of pioneering firms located in the Denver Tech Center. In 1967, the TV Cable System Company requested a permit "so Arapahoe County residents can receive additional channels." An *Independent* editorial asked "Do we want CATV?" and discussed a request by Bill Daniels of Mountain States Video Inc. to introduce cable TV to the area, the signal delivered by micro-wave towers. With cable's redistribution of programs created by others, their ownership came under dispute: "Until now CATV has just taken the TV programs off the air without paying the originators of the program. A new copyright ruling is expected to change this."

Historic preservation as it exists today began to gradually emerge between 1949, when Congress chartered the National Trust for Historic Preservation, and 1966, when the National Historic Preservation Act established the National Register of Historic Places. In 1967, a commission to plan the 1976 American Bicentennial was appointed, a celebration which strengthened national interest in history and historic preservation.

Many prominent Littleton citizens had long placed great value on recording, preserving, and commemorating the city's history. Edwin Bemis and Houstoun Waring of the *Independent* were both community historians and articles on "Old Littleton," along with the 1955 formation, activities, and twice yearly public events of the Littleton Area Historical Society frequently appeared in the *Independent*. Architect Earl C. Morris was deeply involved with the historical society until his untimely death.

A museum for the Littleton area was long a goal of the organization, first conceived by Edwin Bemis in 1924. In 1967, architect Eugene D. Sternberg completed a building design and fund-raising began for its construction at a location just south of the Bemis Library. Instead, in 1968, the Littleton Historical Museum was established in Joseph Marlow's Lord House, east of the library across Gallup. It opened in 1970.

A series of other important events related to the city's history and preservation occurred throughout this period. In 1950, the Colorado Historical Museum in Denver micro-filmed the *Independent* for posterity. From 1950 through 1956, the Rotarians and Broadmoor Association moved and restored the town's original 1865 log schoolhouse in Rio Grande Park. In 1966, the preservation of Littleton's "most historic building," the old J.D. Hill General Store at 5728 South Rapp Street was announced. The store was the site of the meetings of Littleton's first town board. An *Independent* article by Edwin Bemis said, "There is a resurgence of interest all over the country in preserving historic buildings and sites... Littleton is fortunate in being able to save the J.D. Hill general store, one of the oldest in the Rocky Mountain Region." In 1967, the 80-year-old depot was donated by the Denver and Rio Grande Railroad to the Historical Society.

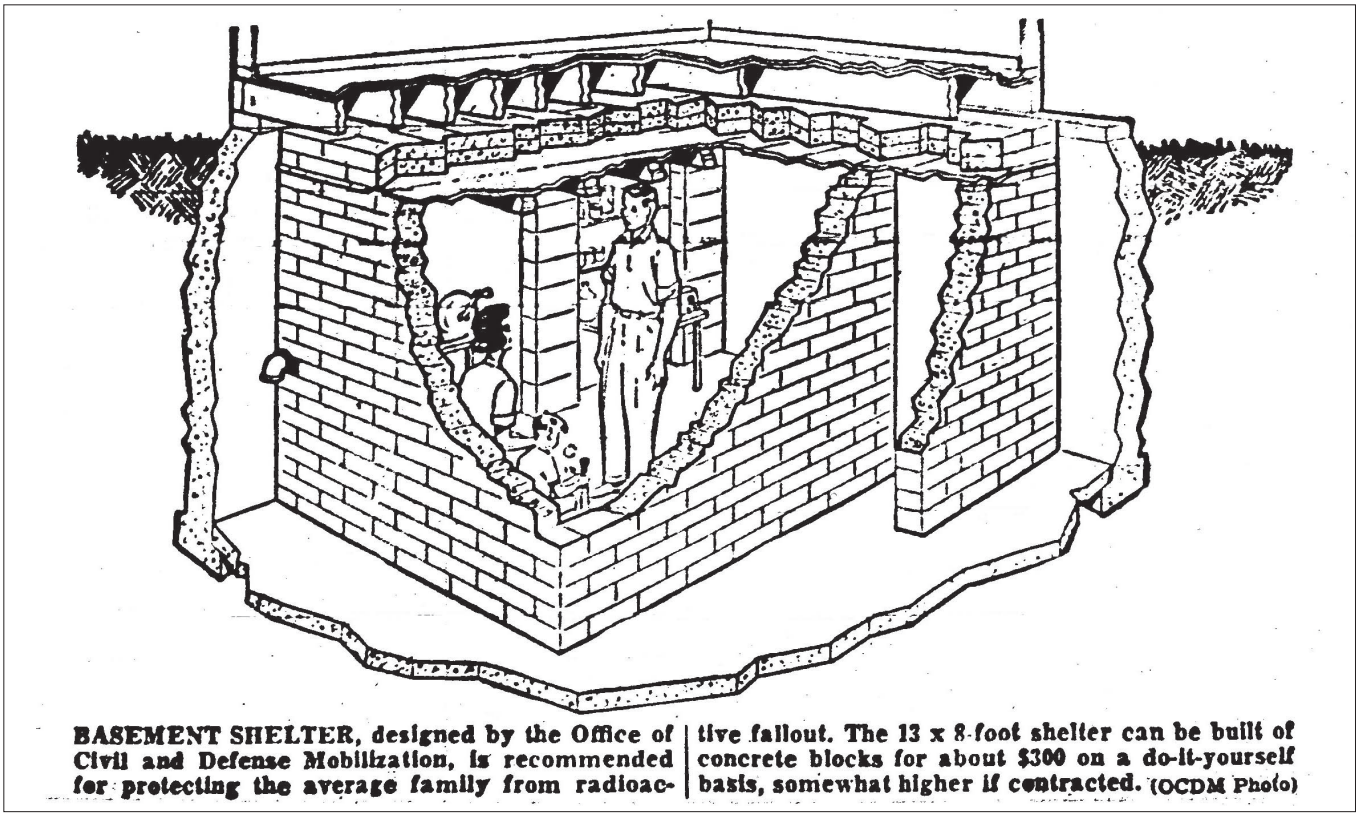
But there were also losses. Littleton's first brick schoolhouse, the 1873 Rapp Street School, was built on land donated by Richard Little. It was demolished in 1953. The telephone company razed the 1869 Cobb House in 1956 in order to construct their new building on Littleton Avenue. Littleton's Flour Mill, Colorado's oldest, burned in 1959 as efforts were being organized to preserve it. At the top of the *Independent's* editorial page each week was the text, "Littleton is the home of 'Little Britches,' and 'Man of the Family,' famous books by Ralph Moody." Despite Littleton's strong personal association with Moody through his books and frequent visits for Homecoming Week and the Arapahoe County Fair, one by one, the buildings associated with his life and stories were demolished. The first, which had stood a few yards northeast of the Country Kitchen, was demolished for the widening of South Santa Fe Drive. The second was lost in the widening of Hampden Avenue to the north. When the Carl Norgren ranch was developed as the Pinehurst Country Club, the red barn of "Little Britches Fame" was demolished, though the few surviving trees that dated to the period were marked.

In 1959, despite the admiration that Jacques Benedict's Town Hall drew, the city began enclosing the front of the building for the expansion of offices. During 1966 discussions regarding the revitalization of Main Street, architect Joseph Marlow was

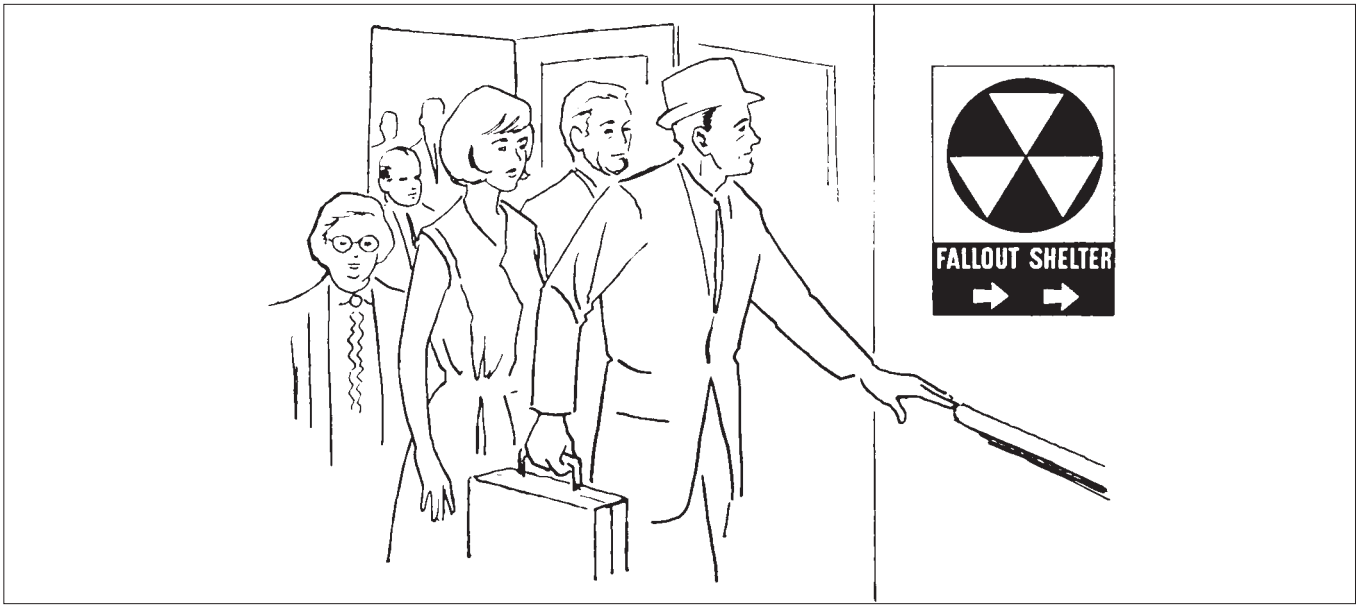
quoted as saying that the "city must see that the community's heart be kept alive," and "expressed regret at the changes made in the front of the town hall where the gothic arches were filled in to make added rooms. 'This was a fine building with that arcade, but it is nothing now. Let us hope that some day it can be restored.'"

The largest single loss of historic buildings occurred when the Littleton Urban Renewal Area was cleared for the site of the Arapahoe Junior College. The area covered forty-one acres, approximately eleven blocks of the oldest area of the city. It included four blocks of Rapp Street, the first street in the city and part of the old wagon route between Denver and Pueblo. The site was part of the original Little homestead and though never farmed, an early horse race track was located there. The area's oldest house was located at the southeast corner of Rapp St. and Aberdeen Ave. Perhaps exhausted by almost twenty years of promoting unrealized planning and revitalization efforts for downtown Littleton, *Independent* editor and local historian Houstoun Waring simply wrote: "The folks in Littleton's Urban Renewal Area deserve the thanks of our community... The community is grateful to the families who have shown such a generous spirit in moving."

# ILLUSTRATIONS



**BASEMENT SHELTER, designed by the Office of Civil and Defense Mobilization, is recommended for protecting the average family from radioactive fallout. The 13 x 8-foot shelter can be built of concrete blocks for about $300 on a do-it-yourself basis, somewhat higher if contracted.** (OCDM Photo)




*(above)* This family fall-out shelter could not survive a direct nuclear attack, but might help shield survivors from the resulting cloud of radioactive fallout. Littleton Home Demonstration Club members visited a bomb shelter at the new home of Mr. and Mrs. Herbert Wegert. *(below)* In 1964, the establishment of three local public fallout shelters stocked with food was finally announced — the basements of Littleton High School, South Elementary, and the Woodlawn Woolworth. Together, they accommodated a total of 686 individuals (see page 121).

*Illustration of May 22, 1959, page 6, from the* ***Littleton Independent****, Colorado Historical Society microfilm files. Public shelter illustration from the 1966* ***Personal and Family Survival*** *by the Department of Defense's Office of Civil Defense, page 46, collection of the author.*




This cartoon dramatizes the generational conflict that surrounded the Viet Nam draft. In the summer of 1967, twenty-eight young men from Littleton were drafted and local anti-war efforts began to materialize including "Viet Nam Summer Littleton," a door-to-door canvassing campaign to organize opposition against the war. Television played an important role in galvanizing public opinion, bringing the battlefield into Littleton living rooms on the nightly news. (See page 128.)

*Cartoon of October 29, 1965, page 2C, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*





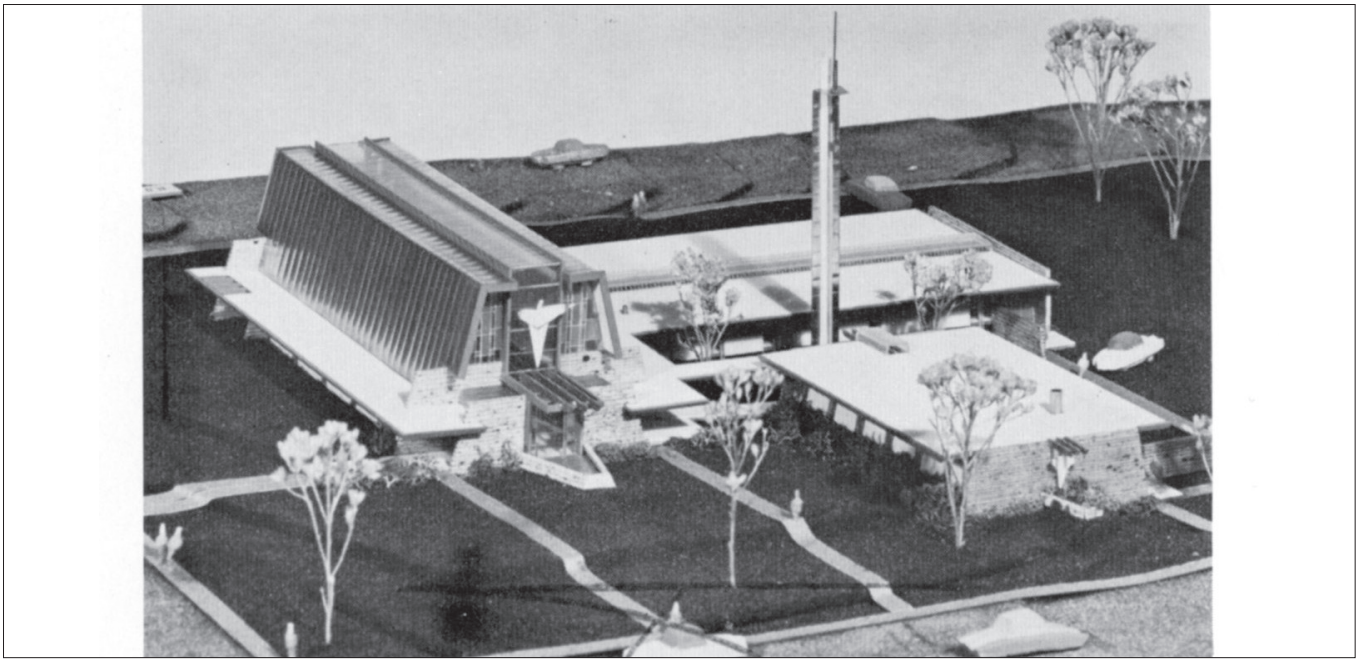

Photo, above, of Chicano activist Corky Gonzales as he spoke in 1968 on the steps of the state capital, accompanied by his supporters. Gonzales was chairman of Denver's War on Poverty, founder of the Crusade for Justice, and a local leader of the Chicano movement.

Loren Watson, at left, was active in the Student Non-Violent Coordinating Council and the Council of Racial Equality. In this 1969 photo, he is identified as a member of the Black Panther Party, distributing fliers at the University of Colorado, Boulder.

Both men were invited speakers and panelists at events sponsored by the Littleton Council on Human Relations, formed to "promote harmony, understanding and equality in all ways for all people regardless of race, creed, color and religion." Dr. Martin Luther King also accepted the invitation of the group to speak in Littleton. (See page 123.)

*Both photos from the Western History Collection of the Denver Public Library.*

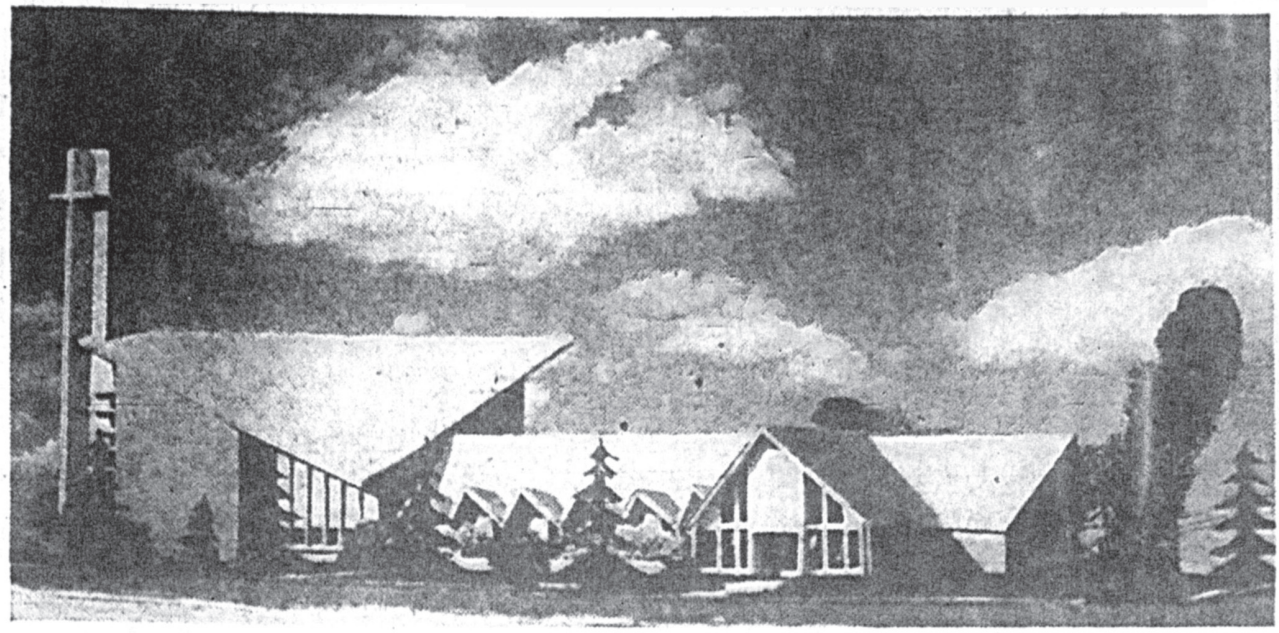




The 1960 St. Timothy's Episcopal Church, above, by Berne, Muchow, Baume and Polivnick, reflected the economical way in which congregations of the time commonly planned and incrementally built in phases – first a multi-purpose building, then educational facilities followed by a hall of worship. The 1957 Holy Trinity Lutheran Church, below, was designed by architect Thomas E. Nixon at 6322 South Lakeview Street. (See page 129.)

*Photo from the Western History Collection of the Denver Public Library, rendering from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*

# Methodists Plan Modern Church



This is the architect's drawing of the proposed new Littleton Methodist church, to be built at the corners of Shepperd st., Datura av., and Gallup av. The Rev. William Persons said that plans have been drawn by Denver Architect Donald H. More, counselor for the Rocky Mountain area Methodist churches.

The church will be built in three adjoining units, with the first unit to house educational facilities and office space. The sanctuary and the main educational sections will be added at a later date. The building will be constructed of brick, glass and stone.

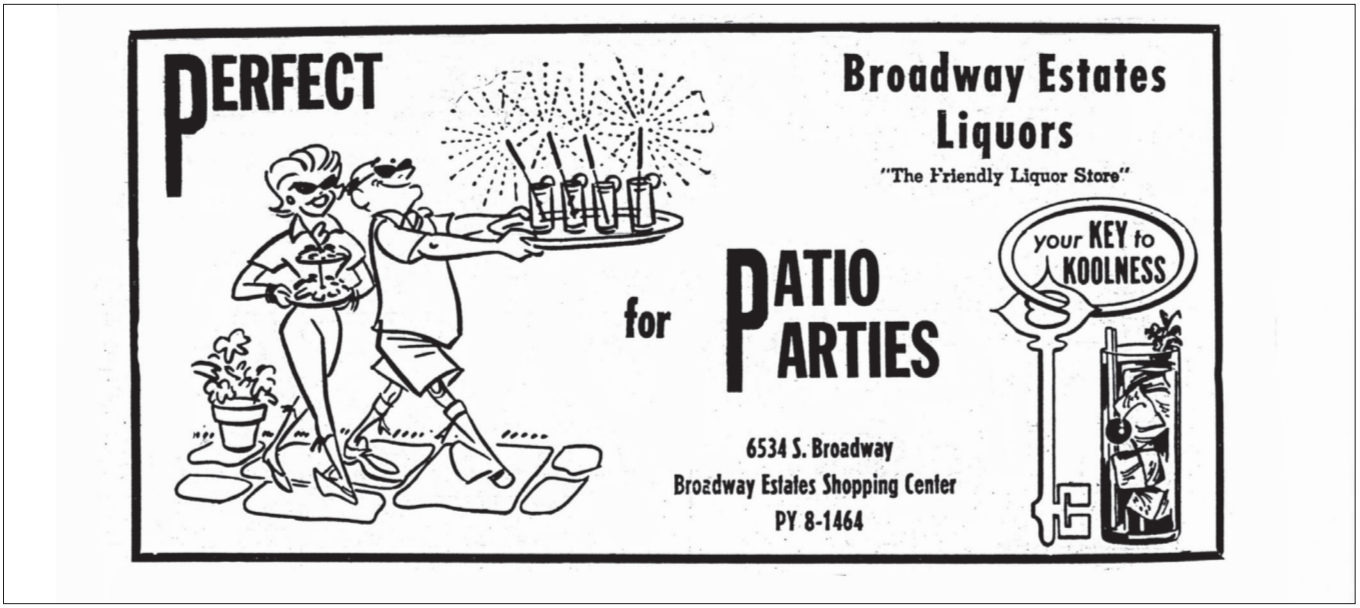
Three main entrances will lead to one focal point behind the sanctuary. The building plans, begun in September, 1956, were approved last spring, and the bids will be sent to contractors when the last details in the specifications are completed. The first section is estimated to cost about $150,000, and will face Shepperd st. It is hoped construction will start in the spring.

More was the architect for the Grace Methodist church and the Trinity Lutheran church, both in Denver.

Littleton churches were designed by a important group of regionally significant architects including Donald H. More, who designed the Littleton Methodist Church. Parallel to a national movement, Littleton churches took an increasingly active role in addressing the major social issues of the time. In 1949, the Presbyterians built Littleton's Friendship House, an internationally lauded program to resettle those displaced by World War II. In 1954, an invited speaker of the Methodist Forum spoke out publicly against McCarthyism and the Red Scare. Littleton churches were also important early and on-going supporters of the civil rights movement and the war on poverty. (See page 130.)

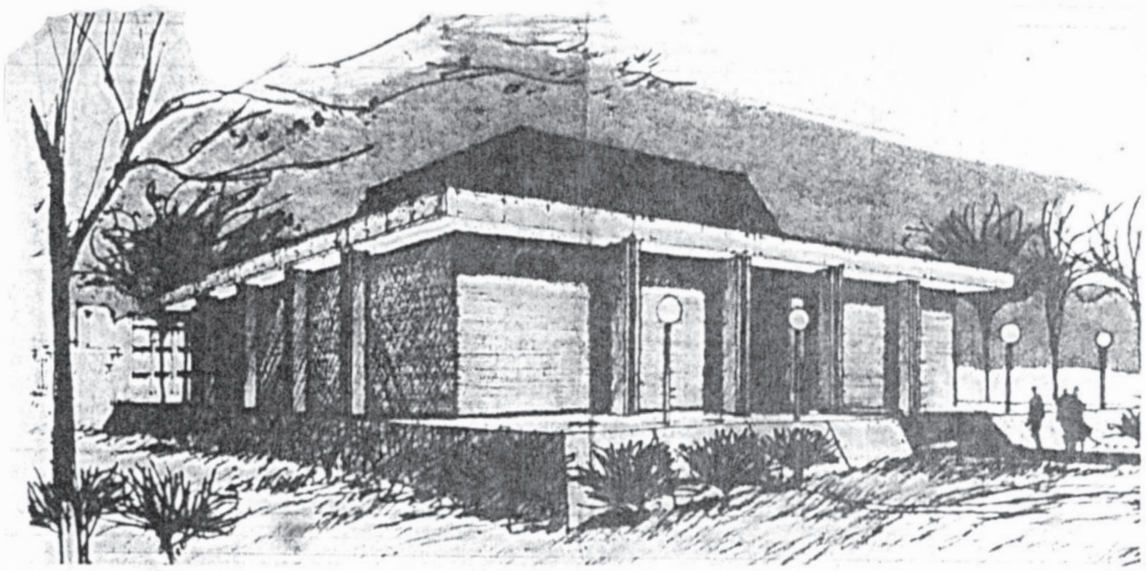
*Rendering of November 8, 1957, page 5, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*



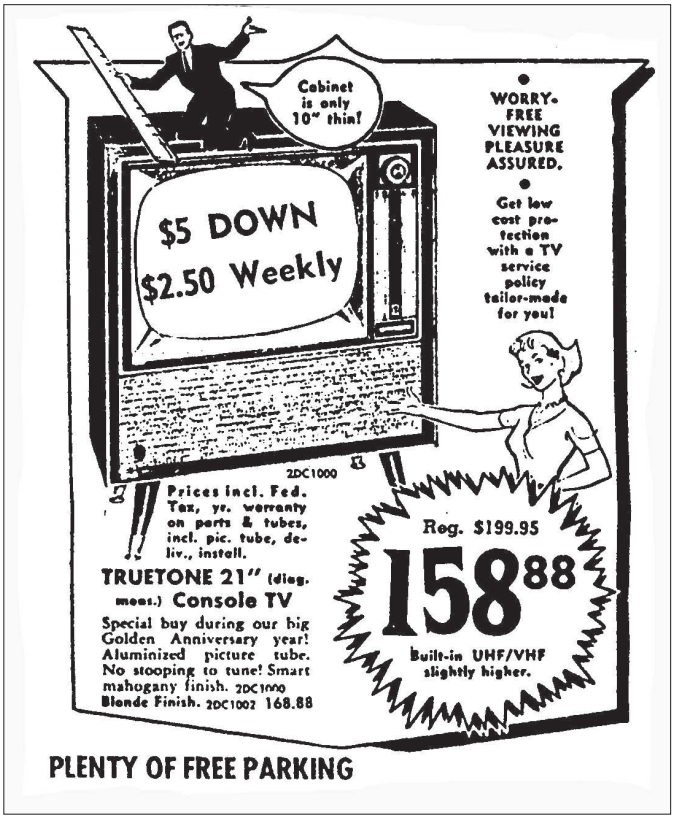

The YMCA by architect Earl C. Morris was central to Littleton's suburban family life. After its completion, 27 instructors ran a full program of sports, gardening, and bridge, among others. A series of service clubs associated with the organization were also chartered, including the YMCA Men's Club. The ad below highlights the patio parties and backyard summer social events that became synonymous with suburban life. Lawn, garden, and home maintenance were common weekend pastimes for the whole family. (See page 131.)

*Photo from the Western History Collection of the Denver Public Library and ad of August 24, 1962, ad insert (no page), from the **Littleton Independent**, Colorado Historical Society microfilm files.*



*Museum Design Is Compatible With Library*

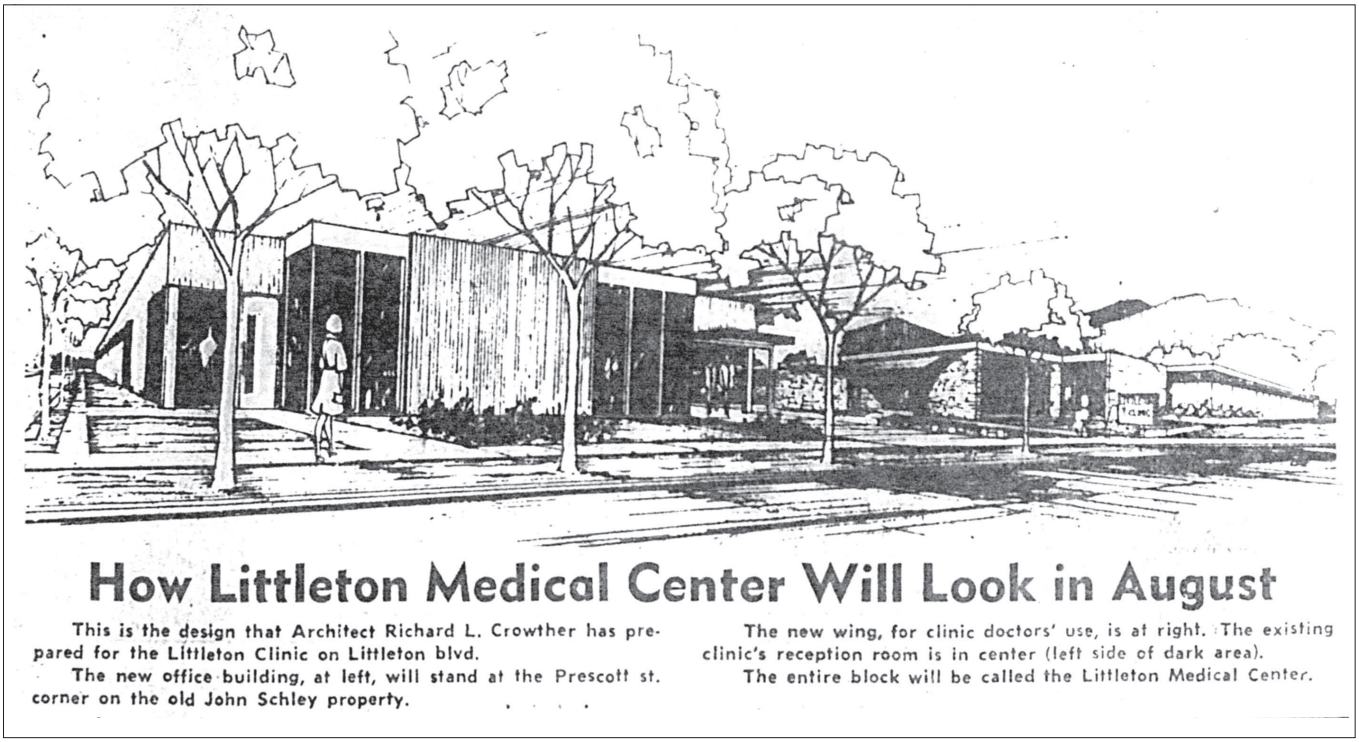
The 7,000 square foot Littleton Area Historical Museum, to be built on a site south of the library, has been designed to fit in with the library. The Littleton Area Historical Society hopes to raise $150,000 to construct the museum.




A history museum, first conceived by Edwin Bemis, was long a goal of the Littleton Area Historical Society. In 1967, architect Eugene D. Sternberg designed the museum building above and fund raising began for a location just south of the Bemis Library. Instead, in 1968, the Littleton Historical Museum was established east of the library in Joseph Marlow's Lord House, opening in 1970. (See page 140.)

Television finally arrived in the Denver Metropolitan area in 1952. Not a single TV set was found in Arapahoe County that spring as part of an assessment for a tax on household goods. That fall, assessors found $1,028,600 worth of television sets. The quality and appropriateness of programming quickly came under scrutiny. By 1954, a survey revealed that twenty violent deaths were shown in two hours. (See page 139.)

*Rendering of February 23, 1967, page 4, and ad of June 17, 1962, page 7, from the* ***Littleton Independent****, Colorado Historical Society microfilm files.*



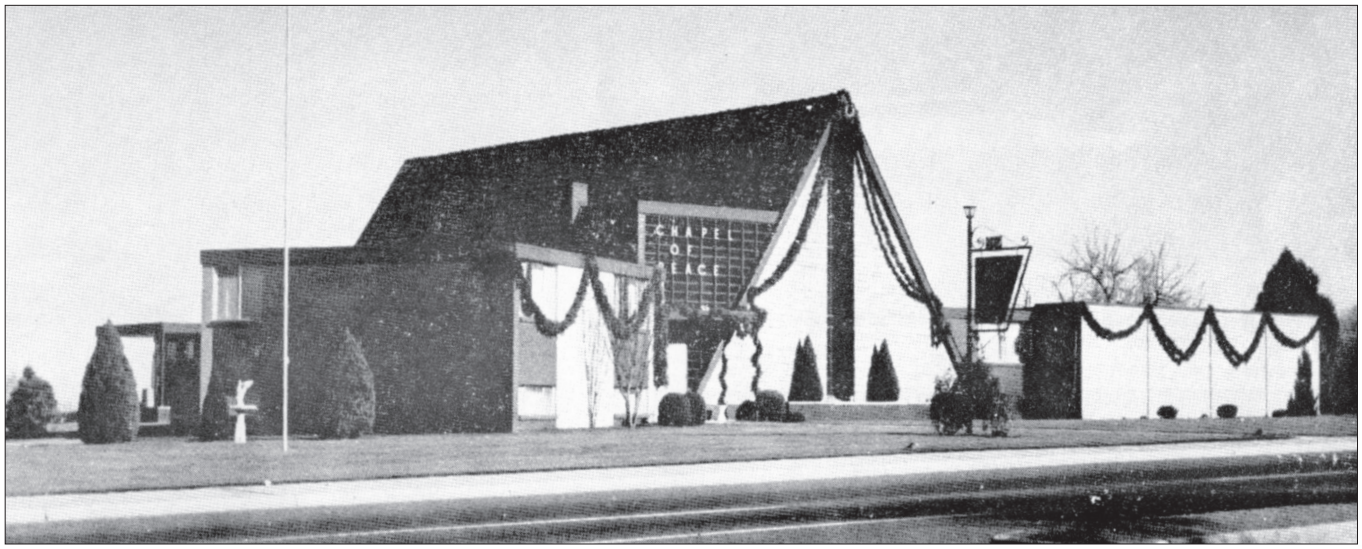
## How Littleton Medical Center Will Look in August

This is the design that Architect Richard L. Crowther has prepared for the Littleton Clinic on Littleton blvd.

The new office building, at left, will stand at the Prescott st. corner on the old John Schley property.

The new wing, for clinic doctors' use, is at right. The existing clinic's reception room is in center (left side of dark area).

The entire block will be called the Littleton Medical Center.




The design of the 1950 Littleton Clinic building, at right in the rendering above, was significant for its architectural design and appeared in a number of surveys of medical clinics of the period. It was the first work of architect Eugene D. Sternberg in Colorado after his move to the state. The 1966 addition to the east, at left, was designed by prominent Denver architect Richard L. Crowther. (See page 136.)

To provide for Littleton citizens in death, architect Raymond Heyl designed the 1958 Chapel of Peace at the Nickels-Hill-Drinkwine Mortuary on Littleton Boulevard near Hickory. (See page 137.)

*Rendering of March 20, 1964, page 6, from the* ***Littleton Independent****, Colorado Historical Society microfilm files. Photo from the 1968 "Souvenir of Your Community, Littleton, Colorado, U.S.A.," published by the* ***Littleton Independent*** *on the 80th anniversary of the newspaper, collection of Sonya Ellingboe.*

# APPENDIX and BIBLIOGRAPHY

**Historic Preservation In Littleton**

The City of Littleton has made historic preservation an important civic priority. In the *Littleton Historic Preservation Code, Chapter 4-6-2: Declaration of Policy and Purpose*, the impetus for the City's code and its goals for historic preservation are clearly defined:

*(A) The council finds that the pressures of population growth and development may result in the destruction, impairment or drastic alteration of the buildings, structures and areas important to the city's cultural, historic and architectural heritage. It is further found that the prevention of needless destruction and impairment and the attendant preservation of the city's cultural, historic and architectural heritage is essential to the public health, safety and welfare.*

*(B) The purpose of this chapter is to promote the public health, safety and welfare through:*

*1. The protection, enhancement, perpetuation and use of buildings, structures, sites and areas that are reminders of past eras, events and persons important in local, state or national history, or which provide significant examples of architectural styles of the past, or which are unique and irreplaceable assets to the city and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived;*

*2. The development and maintenance of appropriate settings and environments for such buildings and structures, and in such sites and areas;*

*3. The enhancement of property values, the stabilization of neighborhoods and areas of the city, the increase of economic and financial benefits to the city and its inhabitants, and the promotion of tourist trade and interest;*

*4. The preservation and enhancement of a city of varied architectural styles, reflecting the distinct phases of its history: cultural, social, economic, political and architectural;*

*5. The enrichment of human life in its spiritual, educational and cultural dimensions by fostering knowledge of the living heritage of the past; and*

*6. The provision of educational opportunities and to increase the appreciation of Littleton's history.*

*(C) The intent of this chapter is to create a reasonable balance between private property rights and the public interest in preserving Littleton's unique historic character and culture. It is also the intent of this chapter not to preserve every old building in the city, but rather to prevent the destruction of historic and architecturally significant sites, buildings, structures, neighborhoods and districts by restricting the use of land and the moving, demolition, reconstruction, restoration or alteration of such buildings, sites and structures. (Ord. 10, Series of 2001)*

The identification of historic and architecturally significant "sites, buildings, structures, neighborhoods and districts" (resources) for potential preservation is accomplished through an interrelated *survey* and *historic context*. The survey begins with a list of buildings constructed during a given period, often supplied by building or tax assessor records, and a list of important individual properties identified by the historic context. The survey then moves to the field, where the physical appearance and condition of each resource is documented by photographs and text, and plotted on a United States Geological Survey map. Research is undertaken to establish historic details on the individual resources, assisted by the historic context, which identifies historic trends and issues that place individual survey elements within the larger environment in which they were conceived, created, and functioned. The survey also identifies potential historic districts aided by the historic context.

In previous years, Littleton has focused on identifying and listing landmarks from its rural and small-town past. This has resulted in twenty-four individual historic landmarks and two historic districts, the Louthan District, with seventeen individual residences, and the Main Street Historic District, with twenty-three buildings and Bega (formerly Rio Grande) Park. Seven of the buildings in the Main Street Historic District are also individually listed landmarks. (See www.littletongov.org/histpres/designatedlandmarks.asp for more detailed information on current Littleton landmarks and districts.) Littleton has also established a *List of Merit*, which includes other buildings determined worthy of preservation by the City's 1997 and 2001 historic surveys, undertaken by R. Laurie Simmons and Front Range Research Associates (copies available at the Bemis Public Library and the Littleton

Historical Museum library).

This *Historic Context of Littleton 1949-1967* documents the subsequent post-World War II years. Based on this context, Littleton plans to undertake a survey to determine which buildings, structures, and landscapes from the period merit historic preservation.

**Criteria for Historic Designation in Littleton**

Upon completion of a historic context and survey, individual buildings, structures, sites, and landscapes are evaluated to determine their "significance," or their eligibility for landmark listing, which provides incentives for historic preservation and legal protection against inappropriate exterior remodeling or demolition. The *Littleton Historic Preservation Code, Chapter 4-6-6: Criteria for Designation* provides given criteria that the Historical Preservation Board considers in reviewing nominations of properties for designation:

*(A) Criteria: Properties receiving historic designations shall be at least forty (40) years old except as otherwise provided herein and possess architectural, social, or geographical/environmental importance by meeting one or more of the following:*

1. *Exemplifies specific elements of an architectural style or period;*
2. *Is an example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally;*
3. *Demonstrates superior craftsmanship or high artistic value;*
4. *Represents an innovation in construction, materials or design;*
5. *Represents a style particularly associated with the Littleton area;*
6. *Represents a built environment of a group of people in an era of history;*
7. *Represents a pattern or grouping of elements representing at least one of the above criteria;*
8. *Has undergone significant historic remodel;*
9. *Is the site of historic event that had an effect upon society;*
10. *Exemplifies cultural, political, economic or social heritage of the community;*
11. *Represents an association with a notable person or the work of a notable person;*
12. *Represents a typical example/association with a particular ethnic group;*
13. *Represents a unique example of an event in Littleton's history;*
14. *Enhances sense of identity of the community;*
15. *Is an established and familiar natural setting or visual feature of the community.*

*(B) Additional Criteria For Historic Landmark Districts: A district is related by a pattern of either physical elements or social activities. Significance is determined by applying criteria to the pattern(s) and unifying element(s). Except as provided for in subsection 4-6-9(B) of this chapter, designations will not be considered unless the application contains written approval of a majority of the property owners within the district boundaries. Properties that do not contribute to the significance of the historic landmark district may be included within the boundaries, as long as the noncontributing elements do not noticeably detract from the district's sense of time, place and historic development. Noncontributing elements will be evaluated for their magnitude of impact by considering their size, scale, design, location, and/or information potential.*

*District boundaries will be defined by visual changes, historic documentation of different associations or patterns of development, or evidence of changes in site type or site density as established through testing or survey.*

*In addition to meeting at least one of the criteria outlined in this section, the majority of the structures in the district should be at least forty (40) years old. The district could be exempt from the age standard if the resources are found to be exceptionally important in other significant criteria. (Ord. 10, Series of 2001)*

**Littleton Historic and Architectural Resources from 1949 to 1967**

In some ways, the survey of Littleton resources for the period from 1949 to 1967 will be similar to Littleton's pre-war surveys. Resources that are associated with a notable person, a unique event in Littleton history, or are established visual features of the community are reasonably understandable whether they appear in the context of 1870, or 1970.

In other ways, the survey will be quite different. First, it must deal with a larger groups of resources over a much larger georgrapic area. It will also include many different resource types that did not exist prior to World War II. Nationally, historic preservation professionals are just beginning to define how to survey and identify many of these building types and resources. The following sections discuss special considerations for the survey, significance, and preservation of resources from 1949 to 1967.

**Age of Resources**
The built environment of the entire period from 1949 to 1967 meets Littleton's criteria that historically designated properties be at least forty years of age. Properties from 1949 to 1958 currently meet the more conservative National Park Service criteria of at least fifty years of age, and exceptionally significant properties are exempt from this guideline.

**Architects and Architectural Styles**
The vast majority of buildings from this period were designed in Modern architectural styles. A large group of talented regional architects were drawn to the Littleton area by the sophisticated and appreciative audience for Modernism formed by the highly educated employees of Ohio Oil, Martin, Ramo-Wooldridge, and Honeywell. Littleton is remarkably fortunate to have this wealth of important buildings designed in the most advanced architectural currents of the period.

Modern architecture was part of a much larger movement that revolutionized all the visual arts in Europe and the United States beginning at the end of the nineteenth century. Prior to World War II, Modernism was one of several competing approaches to architectural design, but historical revival styles remained more popular. After World War II, Modernism came to dominance in America.

One impetus for this transformation was the war itself. The forward-looking rationalism of Modernism was the antithesis of the brutality and carnage of the war years. The Nazis despised Modernism in music and the visual arts, and particularly Modern architecture. They favored a romantic revivialist style based on Neo-Classicism, backward-looking to match their reactionary politics. Modern architects were forbidden to practice, and many who weren't sent to concentration camps joined a mass migration of scientists, scholars, artists, and architects to the U.S.

Eugene D. Sternberg, one of these cultural refugees, is the single most important architect in post-World War II Littleton. Sternberg, along with Joseph and Louise Marlow and Earl C. Morris, are considered regional masters of architecture. In addition, they not only produced important bodies of work in Littleton, but were actively and directly involved in creating a sophisticated environment for architecture, planning, and culture within the community. The identification and protection of every surviving example of the work of Sternberg, the Marlows, and Morris, dated within or subsequent to this period, should be a major focus of Littleton's historic preservation efforts.

Littleton is also distinguished by important and early examples of a wide group of other fine regional modernists. The survey should seek to identify the work of as many of these architects as possible and the preservation of their work should also be an important priority. (See Appendix B for selected profiles and a complete list of all area architects identified to date.)

The survey should strive to identify as many as possible of the full range of Modernist styles present in the region: the International Style, the Miesian or Second Phase International Style, the Usonian, and Expressionism, Rustic Modernism, Formalism, Brutalism, and Late Modernism.

**Art, Craftsmanship, and Construction**
A key component of Modernism in architecture is reductivism, in which the traditional vocabulary of historical European architecture such as columns with capitals, cornices, and other decorative ornaments are simplified, eliminated, or drawn from non-European sources. In their place, the emphasis is on simplicity of expression, the massing of exterior forms reflecting the functionality of the interior spaces, and the honest use of new and traditional construction materials. Retaining the integrity of the original materials, and how they are combined and joined, is essential to the significance and preservation of Modernism.

**The Cultural, Political, Economic, and Social Heritage of Post-World War II Littleton**
Modernism is a style particularly associated with the post-World War II period in Littleton, and clearly represents a built environment unique to the people of Littleton during the period. Modernism was not just a renunciation of the travails of the war years. It embraced the promise of the future, emphasized the guiding principles of democracy, and appealed to the rational and intellectual mind. These attributes made Modernism particularly appealing to educators, academics, scientists, and other professionals and intelligentsia who relied on reason and pragmatism to carry out their work -- exactly the kind of people that were flooding into Littleton to build missiles and computers, and to educate the city's exploding student population. The individual architect-designed homes of the period, and the elite developments like Rangeview and Bow-Mar, both featured Modern architecture.

Suburbanites of more modest means may have lived in more traditional-style spec houses deemed acceptable by strict FHA guidelines against Modernism. But the thin veneer of shutters, gables, and clapboard siding did not disguise the fact that these were Modern homes in every other sense of the word, and so were the families that lived in them. Inside were new materials, appliances, fabrics, patterns, colors, clothes, food, entertainment, and ideas. And when they walked out the door and drove away, every place else in their world -- the roadways, schools, workplaces, shopping centers, stores, and new civic buildings -- all of them were Modern. For these reasons, Modernism *exemplifies the cultural, political, economic, and social heritage* of the Littleton community during the period.

**Scarcity, Over-Abundance, and Integrity**

As the *Littleton Historic Preservation Code's Declaration of Policy and Purpose*, points out, the unrelenting speed of population growth and the redevelopment of Littleton's existing built environment are endangering important representatives of the city's cultural, historic and architectural heritage.

Scarcity should be taken into consideration when judging resources for preservation. The best example of this in Littleton is the almost complete loss of the historic character of South Santa Fe Drive from the period. The race track, fairground, and virtually all that enlivened the road during the immediate post-war period have been lost to the aggressive expansion of the roadway and, to a lesser extent, the flood and new development. The survey of South Santa Fe Drive in Littleton should identify every remaining element of the tourist, food, lodging, and entertainment district that once dominated the area. Special consideration should be given to the creative preservation and re-use of what little remains.

On the flip side is the possible appearance of over-abundance. We might identify this in the residential sector, where subdivisions of speculative, single family homes seem to stretch as far as the eye can see. Or we might view a single architect's body of work as over-abundance, as opposed to a remarkable and rare regional treasure. In both cases, it would be wise to balance the appearance of abundance with the concept of architectural integrity. How many homes or neighborhoods still have visual integrity, or express the original qualities of these homes and streetscapes? Very few. We might describe Eugene Sternberg's remarkable body of work in Littleton as a excess of the fine architecture. But there is only one library of the period, there is only one Arapahoe Junior College, and they have both been remodelled in ways that have unnecessarily obscured their quality. Hopefully, as demonstrated by Benedict's Town Hall, these changes are largely reversible. But it is easier to make considered changes that maintain architectural integrity than to undertake aggressive remodeling that will require costly restoration in the future.

The exterior remodeling of the library and college were the result of a surfeit of money. Other important examples of Littleton architecture of the period are being destroyed through neglect. Sternberg's early and significant Courthouse Building, designed for his own architectural firm, sits at the center of one of the most attractive areas of Littleton, a sad contrast to the activity of the light rail station, and meticulously restored Arapahoe County Courthouse, Title Guaranty building and mural, and meticulously maintained Martin Miller building. Every attempt must be made to bring the architecturally, historically, and geographically significant Courthouse Building back to use in a way that enhances, not destroys, its architectural character.

By examining the ill-considered changes made in the past to Town Hall and the Arapahoe County Courthouse, and to see how Littleton has been enriched by the restoration of their historic and architectural character, we can clearly understand how we must deal with the city's important landmarks of the post-war era.

**New Types of Post-War Resources**

The following section lists categories and individual types of historic resources that emerged during historic context research, listed in order of their appearance in the preceding document. Each should be considered during the course of survey.

**From Small Town to Suburb**

***Single Family Residential Subdivisions***

Surveys should consider collecting the following information on single family residential subdivisions and their site plans and features:

- The name of the subdivision.
- The boundaries of subdivision.
- The date of land acquisition, original property size, and property use. It is also helpful to determine the name of the previous property owner, since early reports of subdivision devel-

opment often refer to the historic name of the property, such as "Malo Farm."
- Identify the developer and determine whether it is a local, regional, or national individual, partnership, or firm. Identify any of the developer's other known projects.
- Establish whether the subdivision was a speculative, private, or co-operative venture.
- Identify any engineers, planners, architects, or designers associated with the project, and any of their other known projects.
- Identify any builders or contractors associated with the project, and any of their other known projects.
- Describe the features of the site. Locate or prepare a sketch plan identifying site elevation, topography, drainage, and any other natural features such as waterways and views. Include elements of overall site design, including roads, sidewalks, and any shared features or amenities inc including parks and greenbelts.
- Describe the lot division of the site. Locate a plan including all the individual homes and their position and orientation on their lots. List the total number of home lots and the range of lot sizes and proportions. Describe lot features including driveways, sidewalks, fall-out shelters, patios, lawn, and planting bed configurations.
- Describe the homes in the subdivision. List the range of square footages, the number of stories, and the original sales prices. Describe variations in design, whether a set number of standardized home models or a variety of individually-designed custom homes. Discuss the design characteristics of the homes, and any special construction methods or home features. List the primary original construction materials (frame, masonry, slab, basement), secondary siding and roof finishes, window and door materials.
- Identify any individual homes that served as sales models, and the location of any carpentry shops or development, construction, or sales offices for the subdivision.
- List the date of the subdivision's annexation to Littleton, if applicable.
- Describe adjacent city amenities such as schools and parks built within five years of subdivision completion.
- Identify adjacent private amenities such as shopping centers built within five years of subdivision completion.
- Provide photographs of homes that retain the most original design and material integrity.
- Provide photographs that illustrate the range and variety of subsequent exterior alterations visible from the street.

***Other Residential Resources***

Surveys should consider all other residential resources and their site plans and features:
- Architect-designed single family homes.
- Pre-fabricated single family homes.
- Apartment buildings.
- Trailer homes and parks.
- Senior housing.
- Golf or recreational residential communities.
- Condominiums.
- Any on-site resources that served as sales or management offices or facilities.
-

***Preservation Considerations***

Preservation considerations for single-family residental subdivisions should include:
- Retaining a cross-section of development types including speculative subdivisions with a limited number of model homes, custom subdivisions with individual architect-designed homes, and co-operative subdivisions of single family homes.
- Retaining a cross-section of subdivision characteristics such as site planning, lot planning, and house design and construction.
- Retaining a selected group of the most unaltered homes within a cross-section of subdivision types and dates.
- Retaining a selected group of the most intact streetscapes within the cross-section of subdivisons types and dates.
- Undertake community discussions on the relative merits of individual versus district historic designation.

Preservation considerations for all residential building types should include:
- A cross-section of buildings within each category showing variety in age, location, development pattern, construction method, and design.
- Buildings designed by professional architects, especially those who created an important body of work in the community and/or are recognized masters regional design.
- Buildings of good design and high quality con-

struction techniques and materials.
- Those associated with important members of the Littleton community of the period.
- Those representing the broader historic context of the period in Littleton, such as individual homes or groups of home closely associated with employees of prominent Cold War corporations, or in some way associated with civil rights, or other important governmental, planning, retail, commercial, industrial or community social trends.
- Community discussions will have to be undertaken regarding the relative merits of individual versus district historic designation.

*Public Community Resources*
Surveys should consider all public resources and their site plans and features:
- Resources associated with Littleton municipal activities including the police, the Urban Renewal Authority, water, waste, and wastewater treatment.
- Resources associated with Arapahoe County activities.
- Fire stations and other resources associated with Littleton Fire District activities.
- Distinctive bridges and roadways of the period, such as Sterne Parkway, associated with the expansion of automobile transportation.
- Any surviving elements of mass or air transporation in the area.
- All public schools, their grounds, and facilities, administrative services buildings, and other public school resources of the period. Important interior features such integral original artwork should be inventoried.
- Arapahoe Junior College.
- Public fall-out shelters.
- Municipal libraries.
- Municipal and district parks and greenbelts, including original site planning, landscaping, structures, and buildings.

*Private Community Resources*
Surveys should consider all privately owned community resources and their site plans and features:
- Resources associated with the expansion of private utilities during the period including telephone, natural gas and electrical service.
- Private and parochial schools.
- Fall-out shelters in private buildings.

**From Main Street to Shopping Mall**
Surveys should consider all individual retail and consumer service resources:
- Tourism resources on South Santa Fe Drive.
- Banks.
- Automobile commerce including gas stations and car washes.
- Restaurants, including those under individual, franchisee, or corporate chain ownership. These include the International House of Pancakes and Mister Steak buildings on Littleton Boulevard.
- Garden centers.
- Laundromats.
- Any drive-in and drive-through elements of these resources that express the influence of the development of the automobile culture of the period.
- Surviving signage from the period.

Surveys should consider all potential retail and consumer service historic districts and their individual components and site plan elements and features:
- New buildings and major exterior renovations undertaken on Main Street between 1949 and 1967.
- Individual buildings and building groups from new shopping malls constructed during the period such as the Woodlawn Shopping Center. Major exterior renovations and additions undertaken during the period should also be considered, including the 1966 Safeway store that replaced the original 1955 Safeway at the Woodlawn Shopping Center.
- Individual strip malls on Littleton Boulevard or South Broadway that retain architectural integrity or have particular historic significance.
- Historic district status should also be considered for the larger district formed by individual buildings and secondary shopping centers and strip malls centered around primary shopping centers such as Woodlawn.
- Districts should be considered for tourist related businesses on South Santa Fe Drive or auto-related businesses on South Broadway if warranted by the number and integrity of surviving resources.

**From the Farm to Outer Space**
A complete survey should be made to establish the locations and surviving buildings within the city limits associated with the pre-war and post-war

heavy industries that played such an important role in Littleton's history. Plans should then be established for their preservation and/or interpretation. The 1959 creation of historic markers identifying and presenting the history of important early sites, structures and buildings can be used as a model for these efforts.

Sadly, the Ohio Oil Company complex, originally developed in unincorporated Arapahoe County and subsequently annexed to Littleton, was demolished in 2005 to avoid its intrusion into an unrealized residential and shopping center development. Ironically, an aerial rendering entitled "How Littleton's Petroleum Research Lab Will Look" in a 1955 issue of the Independent was captioned "The exterior will be of such material and design as to blend harmoniously into any residential or shopping center development." A small gatehouse of red Lyons sandstone merits preservation as the only remaining structure on the site.

Of the most important industrial facilities for Littleton of the period, only the C. A. Norgren plant survives within the city limits. Special attention should be devoted to discussions with the firm for documentation and preservation planning for the buildings, site plan and landscaping. As demonstrated by the recent demolition of the Ohio/Marthon Oil Company complex, this type of planning must occur long before a decision to sell the property or any proposals for re-development emerge.

A survey should be undertaken to establish whether any portion of the original Ramo-Wooldridge/Honeywell complex survives, and to participate in establishing a preservation plan. Working cooperatively with Lockheed Martin and Jefferson county, important surviving historic structures, landscapes and areas of the site should be identified, and plans established for their interpretation and preservation. Both these firms, so important in the commercial, social and cultural history of Littleton during this period, have national and even international historical significance for their association with the Cold War, space travel, and the development of influential technology including personal computers, software and the internet.

Future research is recommended to establish an in-depth history of their shared role in the development of Colorado's post-war academic, military, corporate, and industrial facilities, and the high technology scene that has ultimately evolved in the late twentieth century along the Front Range in the Denver-Boulder Turnpike (now U.S. 36) corridor and in other regional municipalities including Boulder, Longmont, and Colorado Springs.

***Preservation Considerations***

Regional industrial development was integral to the history of Littleton from 1949 and 1967. As a result, it is essential for survey efforts to extend beyond the strict limits of the city and that preservation efforts for important sites, structures and buildings be undertaken cooperatively with their owners, and the counties and municipalities in which they reside.

**Society, Community and Family**

Surveys should consider all public resources and their site plans and features connected with life during the period.

The following profiles present a few of the finest first and second generation Colorado Modernists that worked in Littleton and Arapahoe County between 1949 and 1967. More research is needed to confirm whether some of their renderings and plans were ultimately realized. Survey is needed to find which have survived. It is hoped that others interested in the period will discover and contribute more information.

A list of others working during the period follows. For some, biographies and building lists already exist. For others, virtually no information is available. Only a handful of these individuals survive and those that do are no longer in active practice. Their work is irreplaceable.

**Atchison & Kloverstrom, Architects**
***Paul Atchison, 1903-1985***
***Carl Adolph Kloverstrom, 1911-2000***

Paul Atchison was born in Denver, Colorado, in 1903. He attended South High School and the Denver Art Academy. Then, over a period of fifteen years, he served as an architectural draftsman for a number of important regional architects including Walter Rice, J.J.B. Benedict, Temple Buell, Walter DeMordaunt, G. Meredith Musick, Donald Weese, and Lester Varian. These years were interrupted by a four-month trip to Europe and Depression-era employment with the Historic American Buildings Survey in New Mexico, working beside Denver architects Victor Hornbein and Alan Fisher, among others. Atchison then worked briefly for architect John Gaw Meem in Santa Fe and, in 1934, supervised the remarkable concrete form and casting work on Meem's National Register-listed Colorado Springs Fine Arts Center. During this period, Atchison also designed the "Cinderella House" at 5010 East Sixth Avenue Parkway in Denver.

In 1935, though he had no formal architectural training, Paul Atchison was awarded a Colorado license to practice architecture by examination. Atchison formed his own architectural firm in 1937, then joined George Emery to form Atchison & Emery, which practiced from 1939 to 1941. From 1941 to 1944, Atchison worked as Chief Architect on wartime contracts for R.J. Tipton & Associates. His projects for the firm included the expansion of Fort Francis E. Warren in Cheyenne, Wyoming; the construction of the Cornhuster Ordnance Plant and Base Air Field in Grand Island, Nebraska; and work at the Denver Ordnance Plant in Colorado.

Carl A. Kloverstrom was born in Denver, Colorado, in 1911. Between 1928 to 1931 he studied at Atelier Denver. He then attended the Massachusetts Institute of Technology from 1931 to 1932. From 1928 through 1940 he was employed as an architectural draftsman with Temple H. Buell, G. Meredith Musick, and a number of other Denver architects. From 1941 to 1942 he worked as a mechanical designer with Smith, Hinchman & Grylls, Architects and Engineers, of Detroit, Michigan, the firm that later designed the 1956 Glenn L. Martin facility in Jefferson County, Colorado. Between 1942 and 1945, Kloverstrom worked as a draftsman with R.J. Tipton & Associates and W.C. Nickum & Sons, naval architects, in Seattle, Washington.

In 1944, Paul Atchison and Carl Kloverstrom formed the firm of Atchison & Kloverstrom with the intent of specializing in the design of schools. The firm was renamed Atchison, Kloverstrom, Saul & Atchison from 1960 to 1967 with the addition of architects Max Saul and Paul's son Philip to the partnership. With Saul's departure, the firm became Atchison, Kloverstrom & Atchison until its closure in 1976.

Both Atchison and Kloverstrom were active in professional and community affairs. Both served as president of the Colorado Chapter of the American Institute of Architects, Atchison from 1950 to 1952 and Kloverstrom from 1957 to 1959. Atchison was a member of the Board of Trustees at the Denver Art Museum from 1960 to 1962, a member of the Denver Board of Plan Enforcement Review and Variation from 1960 to 1965, and a member of the Denver Art Commission from 1959 to 1963. Kloverstrom was president of the Colorado Construction League from 1956 to 1958 and a member of the Board of Appeals for the Denver Building Department. From 1972 to 1974 he was a director of the Denver Athletic Club.

The firm designed thirty-two buildings or additions at Adams, Mesa, and Western State Colleges and a total of 155 public school projects in nineteen Colorado public school districts including eleven high schools. Public school locations included Aurora, Boulder, Brighton, Henderson, Craig, Denver,

Durango, Fort Collins, Glenwood Springs, Grand Junction, Fruita, Palisade, Appleton, Fruitvale, Greeley, Gunnison, Leadville, Olathe, Powderhorn, Rifle, Rocky Ford, Springfield, Sterling, Wiggins, and Windsor. Their later work included Denver's 1967 Good Shepherd Home for Girls, the 1969 Gunnison County Public Hospital, and the 1974 Centennial State Office Building.

In Littleton, the firm designed the 1949 North Elementary School and its 1959 addition; the 1951 West Elementary; and the 1953 South Elementary and its 1957 addition. The firm also designed the 1949-50 B.P.O. Elks at 5740 S. Curtice Street.

**Sources**

Records made available by Philip Atchison, son and former architectural partner of Paul Atchison.

"Elks Approve Plans for New Home to Be Built at S. Curtis and W. Alamo St.," *Littleton Independent*, August 5, 1949, page 1.

City of Littleton website on the Littleton School District #6 and Littleton Schools.

**Moore and Bush, Architects**

***Theodore Moore, Jr.***

***Arthur Herbert Bush, Jr., 1925 - 1987***

Arthur H. Bush, Jr., was born in Denver in 1925. His father's family had lived for generations in the small mining town of Aspen. His mother came from the small Illinois town of Breeze, near St. Louis. The elder Bush worked in management for Daniels and Fisher during the construction of their 1910 department store on 16th Street in downtown Denver. After its completion, he opened a flower shop in the store. He became fascinated with the business, leaving Daniels and Fisher to open his own nursery and a florist shop at 6th and Marion. Arthur Jr. worked in the shop throughout his childhood.

Arthur Bush, Jr., attended East High School, then earned an engineering degree at the University of Colorado, Boulder. He attended Harvard in order to study with Walter Gropius, earning his architectural degree. Through Gropius, he met his wife, Ruth Gallagher of Concord, Massachusetts, who was Gropius' administrative assistant. After their marriage in 1954, they lived briefly in Maine, where Arthur practiced architecture. They then returned to Denver, where Bush anticipated that the growth of the post-war period would create remarkable opportunities for an architectural career.

In Denver, as Arthur H. Bush & Associates, Bush designed the 1955 Yost House in Bow-Mar. Yost was the head of the Ohio Oil Research facility in Littleton. Around 1957, he met and formed the partnership of Moore & Bush, Architects, with Theodore J. Moore, Jr., a fellow Harvard graduate who had moved to Colorado from the East. Between 1960 and 1962, Chuck Sink joined the firm, renamed Moore, Sink & Bush. With Sink's departure, the firm assumed its original name. Around 1967, Moore made the decision to return to the East, dissolving the partnership. Bush continued to work throughout Colorado until the mid-1980s.

The Bush Archive at the Colorado Historical Society covers the period from 1954 to 1985, including local work by Bush and Moore designed prior to their partnership; work by Moore & Bush; work by Moore, Sink & Bush; and the later work of Arthur H. Bush & Associates.

The work of Moore included the 1955 Redding-Miller Office Building, the 1956 Rainbo Denver Adams City Plant, the 1957 777 Grant Building, the 1957 655 Broadway Building, and seven residences dating between 1954 and 1958, at least one of which was located in Cherry Hills Village.

Moore & Bush work included the 1958-1960 Continental Baking Company; the 1959 General Electric Office Building; the 1959 Studio and Office Building for Metropolitan Television Company (KOA) at 1044 Lincoln Street; the 1960 Wilkerson Corporation Building; the 1963 Lahana Company Building and 1964 Comcor Building in the Denver Tech Center; and the 1966-68 GSA Crops Research Facility. Between 1959 and 1967, the partners designed at least a dozen residences in Arapahoe County, Lakewood, Nederland, Vail, and Bow-Mar, where the Bush family resided and where Arthur's wife Ruth and son Jonathan still make their home. The 1963 Christ the King Lutheran Church was the work of the firm. Moore & Bush undertook school projects including the 1964 University of Colorado Marine Housing and a 1963 Girls Dormitory at the Colorado Rocky Mountain School in Carbondale. Skidmore, Owings and Merrill, San Francisco, drawings also appear in the archive for a 1957 Girls Dormitory at Colorado Rocky Mountain School, suggesting that Moore or Moore & Bush might have been local associates on the project. Finally, Moore & Bush also undertook a number of projects connected with the development of high tech in the state including 1963 work for Minneapolis Honeywell, 1966 work for Hewlett Packard, and projects for Information Handling, Inc., and Control Data.

Projects by Moore, Sink & Bush included the 1960 Park Hill Station Post Office at 3355 Hudson Street

in Denver, the 1961 Kent School for Girls at South University and East Hampden, the 1961 Hazen Laboratory in Jefferson County, the 1961 Table Mountain Village Shopping Center in Boulder, and a 1963 Master Plan for Colorado Rocky Mountain School.

The 1964 Shepherd of the Hills Lutheran Church appears to have been the work of Bush alone. After Moore's departure around 1967, Arthur Bush resumed work under the name of Arthur H. Bush and Associates. Commercial projects included the 1968 Granville Phillips Building in Boulder and a number of projects for the Elward construction products firm, for whom Moore & Bush had designed an exceptional Bow-Mar residence. Bush also maintained a strong relationship with Hewlett Packard and undertook multiple projects for them between 1970 and 1982, including their Colorado Springs facility near the Garden of the Gods.

In Littleton, Moore & Bush designed the 1964 C. A. Norgren plant at 5400 South Delaware Street. Their site and building design exemplified the post-World War II suburban research/industrial estate. The complex was recognized for its planning and architectural merits in the article "A Good Place to Work" which appeared in the May 1965 issue of *Factory Magazine* after the plant won one of their "Top Ten Plants of the Year" awards. The firm also designed the 1967 Norgren residence at Red Feather Lakes.

Arthur Bush, Jr., was active in local professional organizations. He served as president of the Colorado Chapter of the American Institute of Architects and the Construction Specifications Institute. Bush was known as a skilled specification writer and took special pride in the fact that his work was always completed within 10 percent of the original project bids.

**Sources**

Interview with wife Ruth Bush, August of 2008.

*Arthur H. Bush, Jr., Archive* at the Colorado Historical Society Library (gift of Ruth Gallagher Bush).

***Richard Layton Crowther, 1911 - 2007***

Richard Crowther was born in Newark, New Jersey in 1911. He relocated to Southern California in 1931, then moved to Denver in 1948. Though Crowther attended the University of Denver and the University of Colorado, he did not earn a degree. Nevertheless, in recognition of his work he was awarded the status of "Fellow" by the American Institute of Architects in 1982.

Crowther was an important regional innovator in the development of what he called "ecologic" and what is now known as "green" architectural design and construction. In a 1994 film that he made on his 1978 home and studio at 401 Madison Street in Denver, entitled *Ecologic and Solar Research Residence*, Crowther said, "... responsible architecture requires an ecologic harmony. Every decision we make has an environmental consequence." His work includes the 1956 Neufeld House at 40 S Bellaire Street and a second Crowther House at 500 Cook Street, both in Denver. He designed a series of large, circular movie theaters in the early 1960s including the Cooper Cinema on South Colorado Boulevard.

In the Littleton area, Crowther designed a 1966 east addition to Eugene D. Sternberg's 1950 Littleton Clinic Building on Littleton Boulevard. For realtor Monte Carroll, he designed an office building at East Yale Avenue and South Holly Street, just east of I-25.

**Sources**

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"How Littleton Medical Center Will Look In August," .January 21, 1966, page 5.

"Monte Carroll starts construction of office building," February 18, 1966, page 5.

***Joseph Gerald Dion, 1921 -***

Gerald Dion, born in 1921 in Lowell, Massachusetts, became familiar with the Denver area while training with the 87th Mountain Infantry Regiment at Camp Hale, Colorado. After completing World War II service with a Combat Engineers Battalion in the Philippines, he entered the University of Tulsa, Oklahoma, majoring in liberal arts. He transferred to the new University of Denver School of Architecture and Planning in 1947 and received his degree in 1951. That same year, Dion was hired by Englewood developer and designer Edward Hawkins to assist him with the design of homes in the Arapahoe Acres subdivision (now a National Register Historic District). The two men had been introduced by Eugene D. Sternberg, with whom Dion had studied architecture at the University of Denver. Though Dion was employed full-time at the prestigious Denver architectural firm of Fisher and Fisher, he took the job with Hawkins in order to earn a down payment for his own home in Arapahoe Acres. Dion, like Hawkins, was heavily influenced by Wright's work. At the University of Denver, he had helped organize and serve as a student host for Frank Lloyd Wright's 1948 visit to

the school. Altogether, Dion was involved in the design of approximately thirty-five Arapahoe Acres homes, including his own 1956 residence at 3059 Cornell Circle.

After the completion of Arapahoe Acres, Dion worked with Hawkins' partner Clyde Mannon doing site planning for the Arapaho Hills subdivision in Littleton. After leaving Fisher and Fisher, Dion worked with the architectural firm of G. Meredith Musick, where he participated in the design of the Denver City and County Jail. He then joined the firm of Harman, O'Donnell and Henninger, which was actively involved in post-World War II planning throughout the region. After becoming a registered architect in 1960, Dion formed the partnership of Morse, Dion & Champion, architects, which designed the Houston Fine Arts Center and the Chapel at Colorado Women's College, now University of Denver, Park Hill Campus. After Morse's death in 1968, Dion returned to Massachusetts where he worked as an architect and municipal maintenance director. He and his wife Sally currently reside in New Hampshire.

In Littleton, the firm designed the 1968 Goddard Middle School. The award of the contract could have been connected with the partial donation of the school land by Edward Hawkins, the owner of the neighboring Arapaho Hills site

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City of Littleton website on the Littleton School District #6 and Littleton Schools.

### *Alfred Watts Grant, 1900 - 1997*

Alfred Watts Grant was born in 1900 in Brooklyn, New York. He graduated from Summit High School, New Jersey, then received a Ph. B. from Yale University in 1921. He worked with his father in the family lumber business until returning to school at Columbia University for a 1931 Architectural degree. In 1930, Grant won a prestigious prize from the Beaux-Arts Institute of Design, New York. Out of 437 projects, he was awarded a second medal (one of 3 first medals and 9 second medals).

Grant began his practice in Connecticut. Around 1940, he moved to Denver, married Beatrice Powell, and opened Alfred Watts Grant & Associates, Architects. In 1943, he enlisted in the Navy and served in San Diego during the war as a Chief Petty Officer and Seabee, designing buildings for the Navy. He returned to Denver just before the end of World War II and resumed his practice.

Grant was a prominent architect in Colorado. Over the course of his career he designed buildings in over 25 cities and towns in Colorado including Adams City, Alamosa, Canon City, Center, Del Norte, Denver, Derby, Englewood, Fort Collins, Fort Logan, Fort Lupton, Greeley, Grand Junction, Kremmling, Lakewood, Littleton, Loveland, Monte Vista, Pueblo, Rangeley, Stratton, Vineland, Wheatridge, and Yampa. He had a knack for working with school boards in small towns and large cities alike. Though rather introverted by nature, his eastern education and sophistication was combined with a down-to-earth practicality and directness that was key to his professional success.

He designed over 80 commercial buildings in Colorado including a number of houses. Some of his larger commercial projects in Colorado were the Harrison High School (Colorado Springs), Arvada West High School (Lakewood), Ross-University Hills Branch Library (Denver), Poudre High School (Ft. Collins), Adams City Fieldhouse (Adams City), Continental Trailways Building (Denver), The Denver Clinic, and the Fairmount Mortuary and Memorial Terrace (Denver). Among his homes in Denver were the residence of Denver School Superintendant Kenneth Oberholzer and his own home at 300 Vine Street. He sometimes commissioned artwork for his projects, such as the Edgar Britton sculpture installed at the Fairmount Mortuary.

His firm, Alfred Watts Grant & Associates, Architects, occupied the entire third floor of the Denver Continental Trailways Building. Located between Court Place and Tremont, and 16th and 17th streets in downtown Denver, it was known as the Flatiron Building prior to a remodeling by Grant. Later, the firm moved to 215 St. Paul Street in Cherry Creek. At one time, Grant also maintained a branch office in Colorado Springs because there were so many projects in that region. About 1975, he closed his own office and went into association with Robert Irwin Architects during which time he supervised the construction and wrote the non-mechanical specifications for the West Wing of St Joseph's Hospital. Shortly before his retirement in December 1984, at age 84, while in association with Marvin Knedler Architects, he wrote the non-mechanical specifications for Number One Denver Place, the double-tower building just west of the old post office between Champa and Curtis, 18th and 19th Streets, in Downtown Denver.

Grant's civic and professional activities included: Corporate Member of Colorado Chapter, American Institute of Architects; Chairman of Schools Committee, Colorado Chapter of A.I.A.; Vice-President of the Council for Educational Television (became Rocky Mountain P.B.S., Denver); Member of the Construction Specifications Institute; President of the Columbia University Club of Colorado; and, Member of the University Club, Denver.

In Littleton, Grant's architectural projects included the Isaac Newton Junior High School, Mark Hopkins Elementary School, Whitman Elementary School, East Elementary School and the Grant Junior High School Remodeling and Addition. He also worked with Earl C. Morris on Littleton High School, for which he wrote the non-mechanical specifications.

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Biographical outline from Hugh Grant, son of Alfred Watts Grant and Director and Curator, Kirkland Museum of Fine & Decorative Art.

City of Littleton website on the Littleton School District #6 and Littleton Schools.

***George W. Kelly, Landscape Architect and Horticulturist, 1894 - 1991***

George Whitfield Kelly was born in 1894 in Scotch Ridge, Ohio, population fifteen. His parents and five brothers moved to Chicago when he was five years old and to rural Tennessee when he was twelve. Both his parents were teachers, and his father was also an evangelist. Kelly, home schooled, was taking correspondence courses to become a forest ranger when his father died, forcing him to work to help support his family. At eighteen, Kelly left home and traveled to Salina, Kansas, where he began working for the Union Pacific Railroad. The work did not interest him, and moved on to work for a greenhouse at half the pay. The English proprietor taught Kelly all he knew, then recommended him for a position at the Elitch Garden's greenhouse in Denver. In Colorado, he became bored with greenhouse work and began to look for a way to work with plants outdoors.

In 1921, Kelly met Charlie Rump, development manager for the Redlands Company, a power company subsidiary trying to attract settlement to 6,000 acres of land on Redlands Mesa, west of Grand Junction. Rump recruited Kelly, who saw the move as a chance to establish his own farm. He contracted for a house and land, taking on odd jobs to help support himself as he worked. After four years of mismanagement, the settlers were deep in debt and Kelly was forced to take a job with the Grand Junction Seed Company. After six years, he was forced to abandon his dream, selling his cow, bees, and remaining equipment and buying a train ticket to Denver. In Denver, he worked briefly for Denver Wholesale Florists and the Rocky Mountain Seed Company. He then worked as a landscape gardener for the Denver Public Schools before the position was terminated due to the Depression.

Kelly was deeply involved in the establishment of state and local horticultural groups. In 1943, he was instrumental in the merging of the Colorado Forestry Association (est. 1884), and the Denver Society for Ornamental Horticulture (est. c1914), which acknowledged their common goals and joined to form the Colorado Forestry and Horticulture Association (CF&HA). M. Walter Pesman served as the group's first president. Kelly, along with attorney Robert E. More, landscape architect Irvin McCrary, and John H. Gabriel wrote the constitution and bylaws for the group. From 1944 through 1955, Kelly was the editor of the nationally recognized *Green Thumb*, the official magazine of the CF&HA. During this time, at least 82 major articles appeared under his name.

The inaugural issue of the *Green Thumb* called for the establishment of a Rocky Mountain Botanic Garden and in 1951, the CF&HA, under the leadership of Gladys Chessman Evans, incorporated the Botanical Gardens Foundation of Denver, Inc. At the time, there were only nine other botanical gardens in the nation. George Kelly was a "Charter Trustee" and served on the Board of Trustees from 1951, the year of the group's inception, through 1954. During these years, the group successfully planned and planted the gardens, then located at City Park, with Kelly acting as director. In 1954, as organizational momentum increased, Kelly had difficulty overseeing operations in City Park from his CF&HA office at 1355 Bannock, and Robert L. Woerner, formerly of the Finch Arboretum in Spokane, Washington, was appointed director to provide full-time attention to the gardens. According to Judy Morely in her Master of Arts Thesis *Oasis in the City: The History of Denver Botanic Gardens*: "Though Kelly functioned as director of the Gardens for nearly five years before Woerner's arrival, Woerner is usually given credit for being the first director of the Botanic Gardens. According to historian Bernice 'Pete' Petersen, 'It was a very sore point with George that he wasn't given more credit as having the title of first director.'" This

is undoubtedly the reason that George W. Kelly's name no longer appears in the board's roster after 1954.

In 1951, Kelly authored *Rocky Mountain Horticulture is Different* (re-named *Rocky Mountain Horticulture; George Kelly's Garden Book; How to Have Good Gardens in the Sunshine States* in the 1967 edition) . According to the 1967 edition's introduction by M. Walter Pesman, renown local landscape architect and author of a regional horticultural bible that is still in print: *Meet the Natives: an Easy Way to Recognize Wildflowers, Trees and Shrubs of the Central Rocky Mountain Region*: "It is the first, and so far, the only publication to give the gardener of our Rocky Mountain region solid, dependable information that can be used without having to make allowances for differences in climate, soil and conditions ... there [is] a big gap between the conditions of the arid and mountainous regions of the West and those of previously developed garden regions. This book is new source material for that 'new country.' ... George Kelly is a pioneer in horticulture in his field just as much as Liberty Hyde Bailey, Frederick Law Olmsted and others are in their fields."

Kelly went on to publish numerous volumes including *A Way to Beauty: Planting and Landscaping in the Rocky Mountains* (1976), *Trees for the Rocky Mountains* (1976), *Flowers for the Rocky Mountains: A Manual of the Use and Care of Flowers in the Rocky Mountain Area* (1981), *Shrubs for the Rocky Mountains: A Manual of the Use and Care of Shrubs in the Rocky Mountain Area* (1979), and *Along the Trail* (1984).

Kelly's books are still important reference volumes today and are noted in many horticultural bibliographies, especially those promoting "xeriscape." Xeriscaping, developed within the Denver Water Department, became an internationally-significant program promoting landscaping with plant materials that are climate-appropriate to a given region and its naturally-occurring water supply. George W. Kelly can rightly be seen as a pioneer in climate-appropriate landscaping. In addition to his books, Kelly wrote a series of newspaper columns on gardening, a number of which appeared in the Littleton *Independent*. He also conducted Denver's original radio gardening program.

After his return to Denver from Grand Junction, Kelly had bought land in Littleton to begin his own nursery and landscaping business. After the end of his relationship with the Denver Botanic Garden, he and his wife Sue (Augusta Amalie Johnson), focused on the development of the Littleton business. The two had met in 1951 when Sue worked as his secretary at the CF&HA, and were married in 1952. The Kellys' Cottonwood Garden Shop at 4849 South Santa Fe Drive was a regional center for home gardeners. Biographer Wes Woodward says, "...the thousands of gardeners and would-be gardeners who had been reading Kelly's books and articles and listening to his programs, flocked to the shop for help and advice ..."

Kelly also undertook professional design projects. In 1957, he was hired by the Glenn L. Martin Company to act as landscape architect for their 7,000 acre tract. The Littleton *Independent* captured his enthusiasm and vision for the area: "It is a region something like 4x6 miles. We want to improve the looks of the whole area but will of course concentrate around the main buildings. If this area is developed with care, we'll have the most attractive industrial site in Colorado and perhaps in the nation," Kelly exulted. "This is a Garden of the Gods type of setting and this special location must be developed with care."

In 1955, Kelly was given the Johnny Appleseed award by the Men's Garden Clubs. In 1957, the American Horticultural Council recognized him for his achievements in "opening the way to successful gardening in a section of the country where growing conditions are adverse."

In 1965, the Kellys retired to McElmo Canyon in the four corners area of Colorado. There, they built a small home, garden, and developed twenty acres of irrigated farmland where Kelly grew peach and apricot trees. In 1967, he created a master plan for the beautification of Cortez, and directed its execution, for which the city awarded him their inaugural "Man of the Year" award.

In 1968, Kelly was licensed by the Colorado Board of Landscape Architects on the basis of his work, and in 1969, was honored by the International Tree Conference for sustained excellence in publishing and editing horticultural articles.

George W. Kelly died in 1991, and is buried in the Battle Rock Cemetery in Montezuma County, Colorado.

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***Joseph Patrick Marlow, 1912 - Unknown***
***Mary Louise Marlow, 1916 - Unknown***

Joseph Patrick Marlow was born in 1912 in New York City and raised in the Midwest. Mary Louise Marlow was born in 1916 in Spokane, Washington, and raised in Denver, Colorado, the daughter of prominent contractor O.E. Brueggeman. Joseph and Louise met while studying architecture at Washington University in St. Louis. Their interest in the International Style came not through their studies, which focused on the Beaux Arts, but through the architectural periodicals of the 1930s through 1950s that illustrated the most advanced work of the European and American Modernists. The two married in 1940 and returned to Denver in the late 1940s after Joseph's military service as an architect. In Denver, Joseph taught architecture at the University of Colorado, Boulder, and at the University of Denver. A 1948 *Littleton Independent* announcement for his course, "So You're Going to Build A Home," described Marlow as a "prominent Denver architect specializing in small homes," and described the course as exploring "... the values of solar houses, pre-fabricated houses, as well as conventional type homes." Louise Marlow worked as a draftsperson for a number of prominent modern architects including Tom Moore, Dudley Smith, and Victor Hornbein. Shortly after their return, the couple established their own practice. They created twenty or so avant-garde residences and several larger buildings in Denver and Colorado between the 1940s and the 1960s.

Regional work included the National Register-listed Joshel House at 220 South Dahlia Street, the 1949 Marlow House at 1190 Oneida Street; the 1949 Hobart House at 100 South Dexter Street (stripped and remodeled beyond recognition); the c1950 Cavode House at 860 Race Street; the 1954 Sandler House at 220 South Birch Street, the 1945 house at 2100 Monaco Parkway, the Melbro Apartments (now Royal Oak Condominiums) at 1075 Corona Street, the 1958 Milmoe House at 14900 Foothill Road in Jefferson County, the c1965 District #3 Denver Police Station at 1625 South University Boulevard (demolished), and the Far View Visitor's Center in Mesa Verde, Colorado.

The Marlows were very active in the Littleton community in the post-World War II years, and maintained their office on the upper floor of the Marlow-designed Littleton Savings and Loan building at 1449 West Littleton Boulevard. Joseph was an active speaker at community forums, and served as secretary of the Planning Commission. The Marlows produced an unrealized renewal plan for the Downtown Property Owners Association in 1958. Important Littleton buildings include the 1949 Lord House (a fragment of which survives as part of the Littleton Historical Museum), the 1959 Littleton Savings and Loan with sculptural screen by internationally prominent designer Robert Probst, the Marie Seaman Black building at Littleton Boulevard and South Bemis Street, an addition to St. Mary's School on North Nevada Avenue, and the 1961 Title Guaranty Company building at 2000 West Littleton Boulevard, featuring a remarkable tile mural by Belgian artist Rene Heyvaert.

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***Earl Chester Morris, 1903 - 1964***
***Robert Max Morris, 1908 - 1988***

Brothers Earl C. and Robert M. Morris were both important modern architects in Denver. Born in Denver, both attended Manual High School and the University of Colorado in Boulder. Earl Morris, the older of the brothers, then attended Columbia University in New York City, and encouraged his brother to follow. Earl completed his Bachelors in Architecture at Columbia. Before Robert completed his degree, the stock market crash forced the return of the brothers to Colorado. In Denver, Robert completed his architectural studies at Atelier Denver.

Earl joined the firm of Mountjoy & Frewen and in 1935, upon Mountjoy's death, became Frewen's partner in Frewen & Morris. Robert Morris joined his brother and worked for the firm. In 1936, Earl Morris designed Boulder High School at 1604 Arapahoe Street, with the younger Glenn H. Huntington serving as the architect of record. After Frewen's death in 1937, Earl Morris began his own practice which, like Frewen & Morris, focused on the design of school buildings. He also designed the B.M.H. Hebrew School at York and 16th in Denver, buildings for the Children's Asthma Research Institute and Hospital, and a medical center for National Jewish Hospital. He joined C. Francis Pillsbury and G. Meredith Musick in the design of the Denver Police Building at 1425 Champa.

Robert Morris began working independently as an architect and contractor, designing many industrial buildings, including the Shwayder Bros. Denver Plant (demolished), which manufactured Samsonite luggage, and an office and warehouse for the E.J. Campbell Company. With Nat Sachter, he designed Denver's Jewish Community Center at 350 South Dahlia Street. He also designed some residential projects for patients at the Children's Asthma Research Institute and Hospital, which merged with National Jewish Hospital.

Both brothers designed architecturally significant Denver homes. Earl designed the 1941 Lewin House at 5435 East Sixth Avenue Parkway. In 1937, Robert designed the house at 455 Forest Street and the Heitler residence at 170 S. Dexter. For his own family, Robert designed the 1939 house at 701 South Milwaukee Street and the 1953 house at 1920 South Albion.

Earl Morris' relationship with Colorado Governor Ed Johnson led to work at the State Hospital in Pueblo and a number of buildings on the campus of Colorado A & M, now Colorado State University in Fort Collins. After Johnson was elected U.S. Senator, Earl Morris was awarded a series of Bureau of Reclamation projects throughout the West.

A rendering in the 1955 *Littleton Independent* shows that Earl and Robert were the original architects of the Columbine Club, including the clubhouse design and 221 homesites west of Littleton. However, it appears that C. Francis Pillsbury assumed the project.

In Littleton, Earl Morris designed the 1958 Centennial Elementary, the 1956 Littleton High School, the 1958 Highland Elementary, 1959 Euclid Junior High, the 1961 Peabody Elementary, and the 1963 Ames Elementary. He designed the Arapahoe County Bank at 200 South Datura Avenue, directly east of the Woodlawn Shopping Center, and the Littleton YMCA. Morris also designed his own home between Platte Canon Road and the Platte River, 1-1/4 miles south of Bowles Avenue on land that was originally part of the ranch of Peter Magnes, known as the father of the Colorado sugar beet industry.

Earl Morris was very active in Littleton community affairs, especially the Littleton Area Historical Society, for which he was named president in 1958. Morris died at Swedish hospital and is buried in Littleton cemetery under a monument by Littletonite Varian Ashbaugh, who also created wall plaques of Aesops Fables at Ames Elementary, Morris' last school.

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City of Littleton website on the Littleton School District #6 and Littleton Schools.

***Thomas E. Nixon, 1928 - 1997***

Thomas Nixon was born in 1928 in Boulder and earned a degree in architecture from Texas A&M University in 1952. He was one of the youngest licensed architects in Colorado when he began his first Boulder practice. His earliest known firm was Nixon and Jones, with Lester Jones. The two men designed some of the most important mid-century Usonian architecture in Colorado, including the Canon City Courthouse, perhaps the most finely and completely detailed building of its type. In Boulder, their 1960 First Christian Church and School at 950 28th Street and University Shops at 1121 Broadway are two of the city's most geographically prominent Modernist landmarks. The 1964 City of Boulder Fire Station #3 at 1585 30th Street is one of their projects. During the early 1970s, Nixon was a principal in the Boulder firm of Nixon Brown Brokaw and Bowen, whose projects included the 1972 South Boulder Recreation Center at 1360 Gillaspie Drive. In more recent years, he specialized in public school design, including the Nederland Elementary School, for which he received the 1996 Honor Award for Design Excellence from the Colorado North Chapter of the American Association of Architects. Nixon created conceptual plans for the expansion of Boulder High School, and designed the Boulder R.T.D. Bus Maintenance Facility, said to be the world's largest active solar installation. Finally, Nixon designed the Foothills Lab Building for NBI, later adapting it for use by the University Corporation for Atmospheric Research (UCAR), which established the National Center for Atmospheric Research (NCAR) in partnership with the National Science Foundation (NSF). At the time of his death in a place crash outside of Helena, Montana, he was partners in the firm of Nixon/Johnson Architectural Associates.

In Jefferson County, Nixon designed the 1968 Smith House at 14596 Foothill Road. In the Littleton area, he designed the 1957 Holy Trinity Lutheran Church, perhaps as Nixon and Randall. A 1960 Nixon and Jones church is noted at 6210 S. Pennsylvania Street.

Additional research is necessary to create a detailed chronology of Nixon's architectural career.

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**Rogers/Nagel/architects**

***John Rogers, 1922 -***

***Jerome Kaub Nagel, 1923 - 2005***

John Rogers was born in Nebraska and moved as an infant to Kansas. He studied architectural engineering at Kansas State University and graduated in 1947 after an interruption of his studies by Army service during World War II. That same year, Rogers moved to Denver. After a short stint at the Bureau of Reclamation, he began work with the firm of G. Meredith Musick. With Musick, in association with Smith, Hegner and Moore, Rogers was involved in the design of the National Registered Listed DU Civic Center Classroom Building. With Tom Moore, Rogers moved to Grand Junction to open a branch office of Smith, Hegner and Moore. He then attended the University of Texas, earning a Bachelor of Architecture degree in 1951. After graduation and further studies in Mexico, Rogers returned to Denver and joined the firm of James Sudler, working on projects including the Greyhound Bus Station on Glenarm, the Shell Oil (later Columbine) Building on Sherman, and the U.S. National (now Wells Fargo) Bank immediately adjacent to William Zeckendorf's Mile High Center, where he had the opportunity to work with I.M Pei himself and Eason Leanord, Pei's Denver field associate. In 1954, Rogers re-joined Musick's office, working in association with Temple Buell on the State Services Building at Colfax and Sherman Street. In 1955, Rogers joined the firm of Raymond Harry Erwin where he was involved in the design of the new First National Bank Building at 17th and Welton. In 1956, Rogers started his own architectural practice.

Jerome K. Nagel was born in Denver in 1923. He attended the Middlesex Preparatory School in Concord, Massachusetts, and then began his undergraduate studies at Yale. A year later he volunteered and served as an Air Force pilot, flying more than sixty combat missions and receiving the Distinguished Flying Cross and Air Medal with eleven Oak Leaf Clusters. Upon his return to Yale, he discovered that there were no positions available in the undergraduate program, but was permitted

to advance directly into the School of Architecture. After returning to Denver he worked for architects Smith, Hegner and Moore and Eugene Sternberg before setting up as a sole practitioner. His first building was a modern dental office on South University Boulevard.

In 1961, Rogers and Nagel presented themselves as a partnership in an effort to secure the Colorado National Bank Addition and Rehabilitation. They agreed to become partners if selected. The two men won the contract based on Rogers experience in bank design and the fact that Nagel and all the CNB officers were Yale alumni. The firm of Rogers/Nagel/architects was formed the next day.

"Denver Architects Form New Company" in the *Denver Post* of August 16, 1961, lists their other current projects as the Primero Junior-Senior High School in Trinidad; South Park Junior-Senior High School at Fairplay, and several residential projects. The article also listed the clients of their individual firms as the Climax Molybdenum Company, Jefferson County School District, 901 Corp., FIF Management Corp., Garrett-Bromfield & Co., Continental Oil Company, Record Abstract and Title Insurance Co., Duffy Brothers, Inc., Perlmuter Construction Co., Connecticut Mutual Insurance Co., Mountain States Telephone and Telegraph Co., Pass Book and Check Cover Co., Robert Wilson and Co., and Ambrose-Williams. Edward A. Divelbiss and John C. Burrey were named as associates.

In May of 1966, Rogers/Nagel/architects joined with Victor D. Langhart (formerly of Langhart/McGuire/Barngrover/architects and engineers) to formed Rogers/Nagel/Langhart/architects. Glenn C. Barngrover joined the new firm as an associate partner, along with John R. Hamilton. At the time, a front-page article in the *Daily Journal* noted that Rogers/Nagel/architects had recently completed buildings at Southern Colorado State College in Pueblo and the Colorado National Bank Addition and Rehabilitation.

Rogers/Nagel/Langhart/architects designed numerous buildings locally, including the Denver Service Center for Mountain Bell (now Qwest Communication's office tower), the Colorado State Judicial Heritage Center Complex (the Colorado Supreme Court and the Colorado History Museum), the Rocky Mountain News Building, and a number of Jefferson County Schools.

Nagel retired in 1976 after fifteen years of partnership and actively participated in a variety of community organizations. He died in 2006. John Rogers, FAIA, continues his involvement with the firm today as Director and Principal Emeritus. His many awards include a 2007 Lifetime Achievement Award from AIA Denver, 1991 Architect of the Year Award from AIA Colorado, a 1994 Silver Medal from the AIA Western Mountain Region, and a 1979 College of Fellows/Excellence in Design and Public Service Award from the AIA.

Rogers/Nagel/Langhart/architects, now RNL, has grown into a large architecture, interior design, engineering and planning firm with offices in Los Angeles, Phoenix, and Denver. RNL now works internationally with an emphasis on education, transportation, civic, corporate, religious, criminal justice, urban housing, transit-oriented mixed-use development, and community planning projects. The firm has been recognized with more than 150 awards, including 2001 Firm of the Year by three different chapters of the American Institute of Architects.

In the Littleton area, the 1960 Centennial Acres Baptist Church was designed by Jerome K. Nagel, and the 1963 Grace Presbyterian Church was designed by Rogers and Nagel.

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***Charles S. Sink, 1923 -***

Charles (Chuck) Sink was born in Valparaiso, Indiana, in 1923. On a childhood trip to Chicago and the 1933 World's Fair with his brother, he was inspired by the work of Laszlo Mology-Nagy and Frank Lloyd Wright. He graduated high school with honors and entered the University of Pennsylvania in 1941. In 1943, he began service in the Army Aircorps. As a Second Lieutenant, Sink served first as co-pilot, then pilot, on over thirty-five B-24 bombing missions with the Eighth Air Force, including D-Day targets over Omaha Beach. He was also instrumental in the destruction of Rommel's tank divisions at Saint-Lo. After his wartime service, he attended Harvard, earning a Bachelors of Architecture and, in 1945, his Masters, studying under Walter Gropius alongside classmate and friend I.M. Pei. In 1947, he was involved in the design of the atomic bomb development site of in Los Alamos, New Mexico. From 1948 to 1949 he lived in Caracas, Venezuela, where he opened the city's first architectural practice. In 1950, he moved to Denver, forming his own firm in 1953. From 1954 to 1956 he moved to

New York City and worked for I.M. Pei. In 1960, he returned to Denver and resumed his own practice.

From 1950 to 2006, Sink designed over 250 projects in Denver and throughout Colorado. One early local project was Sink's work with I.M. Pei on William Zeckendorf's Court House Square (Zeckendorf Plaza) in Denver (losses, inappropriate additions and remodelling). In Denver, his apartment tower to the north of Cheesman Park, One Cheesman Place Apartments, is particularly significant.

His work includes a number of important buildings in Arapahoe County, including the 1964 Arapahoe Tennis Club. Significant residences include the 1963 Voiland House at 1775 Union St. in Lakewood, the Beck House at 4701 S. University Blvd. in Cherry Hills, the 1970 Aycrigg House at 4950 El Camino Drive, Cherry Hills, and the 1978 10 Dahlia Street in Denver. His firm, now named Sink Combs Dethlefs, Architects, has grown to a national firm with offices in Denver, Chicago, and Fresno, California.

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**Smith, Hegner and Moore**
***Dudley Smith***
***Casper Hegner, 1913 - Unknown***
***Thomas Moore, 1937 - 1970***

Dudley Smith was an architect of established reputation in the pre-World War II period and was known for his fine work in various Historical Revival styles like the residence at 100 Gaylord Street in the Normandy Tudor style.

Casper Hegner was born in Cincinatti on June 30, 1909. His family came to Denver in 1913. His father was the prominent area physician Casper Frank Hegner. His mother, Rose Forman Hegner, was a social leader who was often involved in charitable causes. From 1926 to 1930, Hegner studied with Jean Labatut at Princeton, graduating with a B.A. From 1930 to 1932 he studied at Yale with Otto Faelton, where he was a contemporary of Eero Saarinen. In 1932, he was awarded a B.F.A. by Yale. That same year, he returned to Princeton where he received an M.F.A.A. in 1933.

Two years later, Hegner returned to Denver to establish his practice, beginning work on his own residence at 2323 East Dakota. The residence, completed in 1935, was Denver's first building in the International Style. Another important early residence was the 1936 Young Residence at 520 S. Milwaukee, which was featured in *Architectural Record*. In 1939, Hegner closed his office and joined the well-known firm of Temple Buell. In 1940, he left Buell to work on the Wingate Arsenal for the federal government in New Mexico. In 1941, Hegner worked in Dallas with George Dahl.

Thomas Moore was born in Denver in 1908. He attended Yale beginning in 1926 and received a B.A. in 1930 and a B.F.A. in 1936. While at Yale he was a close friend of fellow student Eero Saarinen and was exposed to the most advanced architectural theories of the day. Moore returned to Denver in 1937 and worked briefly for Earl Chester Morris. In 1938, Moore started his own practice. He produced two important buildings significant to the history of Modern architecture in Denver: the house at 3100 East Exposition and his own residence at 1 South Albion Street.

In 1944, after serving in the Marine Corps during World War II, Casper Hegner began corresponding with friends and fellow architects Dudley Smith and Thomas Moore. Upon his discharge, the three men formed the firm of Smith, Hegner and Moore. In 1947, the firm was awarded its first large-scale, high-status commission, the International Style, National Register-listed University of Denver Civic Center Classroom Building at 1445 Cleveland Place facing the Denver Civic Center. Completed in 1949 in association with G. Meredith Musick, the building is a masterpiece of the firm's work and one of the most significant buildings associated with any of the firm's principals. Other International Style designs by the firm include the Grand Junction Stadium, illustrated in *Architectural Forum*, designed immediately after the D.U. Classroom Building.

Thomas Moore left the firm in 1950 to pursue a solo career on the Western Slope, where he had been supervising the Stadium project. In 1950, he designed the Grand Junction City Hall, which was illustrated in *Building* magazine. Moore returned to Denver in the mid-1950s where he taught at C.U. and was briefly associated with Denver engineer Ken R. White. Moore's later work varied widely from the contemporary work of Smith and Hegner. Whereas Smith and Hegner would continue to produce buildings consistent with the International Style, Moore produced visually dramatic and theatrical buildings such as the Englewood Method-

ist Church at 3885 S. Broadway. Many of Moore's buildings of the period expressed a distinct individualism, sometimes featuring folded-plate roofs or geodesic domes. Moore's buildings were innovative for their construction techniques as well, reflecting the architect's lifelong interest in experimental building technology. Moore died in 1970.

Smith and Hegner was responsible for a number of fine buildings in the International Style including the 1954 Ross Barnum Branch Library at 3570 W. First Avenue, the 1952 Gilpin School at 2949 California Place, the 1954 Bradley School at 3051 S. Elm, and the 1960 Thomas Jefferson High School at 3950 S. Holly. The firm's most important residential commission was the 1959 Coe residence in Cody, Wyoming. In 1955 and 1956, Hegner had briefly served as the National Commissioner of Public Buildings. After leaving Smith and Hegner in 1962, Hegner returned to Washington, D.C., to work at the Veteran's Administration, where he was quickly promoted to Division Chief. Dudley Smith formed a partnership with George Thorsen and established the firm of Smith and Thorsen. Hegner retired in 1980, returning to Westcliffe, Colorado. Neither man survives.

In the Littleton area, Smith, Hegner and Moore are discussed in conjunction with 57 homes to be built c1947 at Lakeridge on South Sheridan Boulevard; a 1949 house on South Clarkson for Chicagoan Paul J. Walter, vice president of the Club Aluminum Company; ; and the 1950 Plue house at 5275 Sky Trail in Bow-Mar. Smith and Hegner renderings appeared in the *Independent* for the c1951 Sedalia and Plum Creek Schools. The firm also designed the Christian Science Church at Lilley Street and South Sherman in Littleton.

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"Chicagoan Builds Large Home Here [Smith Hegner And Moore]," *Littleton Independent,* September 9, 1949, Page 7.

"Plue House by Smith Hegner and Moore, 5275 Sky Trail, Bow Mar, (photo)," *Littleton Independent,* February 10, 1950, Page 2.

"Bungalow Type Christian Science Church on Hill [Smith & Hegner, Lilley St. and S. Sherman]," July 28, 1950, Page 7.

"Sedalia school bldg [rendering, Smith & Hegner]," *Littleton Independent,* July 13, 1951, page unknown.

"Plum Creek School [rendering, Smith & Hegner]," *Littleton Independent,* August 24, 1951, page unknown.


***Eugene D. Sternberg, 1915-2005***

Eugene Sternberg was born in 1915 in Bratislava, Czechoslovakia. He earned an architectural engineering degree from the Technion, just outside of Prague. Sternberg was pursuing his graduate degree in architecture at Cambridge University in England when World War II broke out. He remained in London through the war, teaching part time at Cambridge, then joining the firm of Sir Patrick Abercrombie, where he was involved in the rebuilding of housing destroyed by the bombing of London. Abercrombie was a key architect of London's 1944 Green Belt plan and was a major influence on Sternberg's deveopment as a planner.

In 1945, like many European architects displaced by the war, Sternberg emigrated to the United States. He had accepted a teaching invitation at Cornell University in Ithaca, New York, but quickly became dissatisfied with Cornell's restrictions on combining an architectural practice with teaching. At the urging of his friend Lewis Mumford, Sternberg accepted a teaching offer from Carl Feiss, Director of the School of Architecture and Planning at the University of Denver.

Feiss had come to Denver in 1942, hired by the city of Denver as Planning Director. He had previously served with distinction as head of the Planning & Housing Division of Columbia University's School of Architecture in New York City. After the war, Feiss was hired as Planning Director by the University of Denver, where the student population had leaped from 3,000 to 10,000 as young soldiers returned from the war to the classroom. Under Feiss' direction, prominent Denver architects including Fisher and Fisher, Burnham Hoyt, G. Meredith Musick, and Smith, Hegner and Moore updated and expanded the University Park and Civic Center Campuses.

In 1946, Feiss' interest in architectural education drew him to spearhead the creation of the new School of Architecture and Planning, of which he was appointed director. It was the first school of architecture in the Rocky Mountain region. In 1949, *Architectural Record* discussed his innovative program combining architecture and planning in their article "Architectural Education in the West." It was a model curriculum at a time when many architectural schools were being transformed from programs based on the traditional, Old World model of the Ecole des Beaux Arts, focused on classical and historical models, to a syllabus based on modern materials, techniques, styles, planning, and social

concerns. Sternberg was the first faculty member to be hired for the University of Denver's new School of Architecture and Planning. He and his English-born wife Barbara settled into a faculty housing complex of prefabricated, military-surplus quonset huts and buildings on the University Park Campus.

An newspaper article announcing Sternberg's arrival in Denver prompted an inquiry by Dr. Ralph W. MacKenzie, who hired Sternberg to design a medical building on Littleton Boulevard at Sherman Avenue. The design of the 1950 Littleton Clinic building, Sternberg's first architectural project in Colorado, was acknowledged for its architectural and planning significance, appearing in a number of surveys of medical clinics of the period. As a result of the project, Reinhold Publishers hired Sternberg to tour Europe in 1954 and collect information and photographs for a book on medical offices and clinics internationally. The Littleton Clinic was recently demolished.

In 1949, Sternberg was hired by developer Edward B. Hawkins to design the site plan and model homes for Englewood's Arapahoe Acres. The project was the first post-World War II residential subdivsion to be listed as a National Register Historic District. It was recognized for its significance in post-war social history, architecture, planning, landscape design, and construction technology. Since the subdivision was not yet fifty years old, it was recognized for its exceptional significance and remarkable physical integrity.

Concurrent with the development of Arapahoe Acres, Eugene Sternberg was developing "Mile High Cooperative" off Dahlia, just south of Iliff. This was one of the first projects to take advantage of a new federal post-war housing program to provide low cost loans for cooperative single family housing. Sternberg designed and supervised the construction of all the homes in "Mile High." Its residents, including the Sternbergs, were largely University of Denver professors whose modest salaries restricted their access to quality housing. "Mile High" features a central park like one Sternberg originally envisioned for Arapahoe Acres.

With a number of partners, Sternberg also launched Orchard Hills in Arapahoe County south of Belleview between South Yosemite and South Dayton Streets. The one hundred and fifty acre site included a broad greenbelt with walking paths that adjoin each homesite and a neighboring lake. Sternberg designed seven of the original homes at Orchard Hills.

After the closure of the University of Denver School of Architecture and Planning in 1952, only six years after its inception, Sternberg was free to devote himself entirely to his architectural practice. It thrived, focusing on socially-involved projects including schools, hospitals, medical facilities, and elderly and low income housing. He designed over four hundred buildings in Colorado, Nebraska, Wyoming, Pennsylvania, Rhode Island, British Columbia and the United Kingdom.

Eugene D. Sternberg is the single most important architect in the built environment of post-WW II Littleton. Sternberg designed and constructed his own offices at 2009 W. Littleton Boulevard, across the street and just east of the IREA Littleton Headquarters Building, and southeast of the Arapahoe County Courthouse. His was the first architectural firm to be located in Littleton. A lead editorial in the *Littleton Independent* by Houstoun Waring proclaimed, "In choosing Littleton for their headquarters, Eugene Sternberg & Associates have cast their lot permanently with our community... we suspect the dynamism of these men will help transform Littleton into the state's most attractive suburb."

Sternberg quickly became an important and influential member of the Littleton community, promoting the development and appreciation of the arts, planning, and architecture in the city. He virtually became Littleton's architect, designing some of its most prominent buildings of the post-World War II period. These included, among others, the 1962 Faith Congregational Church, the 1964 Geneva Village, the 1964-65 Bemis Library, the 1966-67 Carl Sandberg Elementary School, the 1972 Heritage High School, the 1974 Arapahoe Community College, and the homes and offices of a number of the city's most influential citizens including Martin Miller, whose 1972 Littleton Law Center was designed by Sternberg at 1901 West Littleton Boulevard, just north and east of the IREA Littleton Headquarters Building.

In addition to his architectural accomplishments in Littleton, Eugene Sternberg was also an active member of the Littleton and Arapahoe County communities. In 2004, Historic Littleton, Inc. presented Sternberg with a Lifetime Achievement Award.

**Sources**

Wray, Diane. *Arapahoe Acres 1949-1957; History, Design Vocabulary, Preservation Guide*. Denver: Historic Denver, Inc., 2004..

Eugene D. Sternberg Archive in the collection of the Western History Collection of the Denver Public Library.

**Other Architects, Planners, and Designers**
This alphabetical list includes building and landscape architects, artists, designers, and planners who worked in Littleton and neighboring areas between 1949 and 1967. A database of *Littleton Independent* articles prepared in conjunction with this historic context provides the dates of specific articles that refer to some of these individuals and firms. Others are incorporated from other sources. Unless otherwise noted, all are believed to have been practicing from within the Denver Metropolitan area. Names in **boldface** have biographies on the preceeding pages. Names with a single asterisk have biographies at the Colorado Historical Society website at *http://coloradohistory-oahp.org/guides/architects/architectindex.htm#*. For names with a double asterisk, see "Chapter 6. The Architects - Biographical Sketches," in Tom Noel and Barbara Norgren's *Denver the City Beautiful*, Denver: Historic Denver, Inc., 1987.

**Key to the letters that follow each name:**
*a* architect
*art* artist of public art or art integral to architecture
*d* designer
*e* engineers
*ls* landscape architect
*pl* planner

Ashbaugh, Varian *art*
**Atchison, Paul**** *a*
*Archives, Denver Public Library Central*

Bean, Tafton *pl*
Berne, Muchow, Baume, and Polivnick* *a*
*Archives, Denver Public Library Central (Muchow, Baume)*
Black and Veatch *pl*
Buell, Temple H.* ** *a*
*Archives, Denver Public Library Central and Colorado Historical Society Library*
**Bush, Jonathan** *a*
*Archives, Colorado Historical Society Library*

Carver, Harold R. *a*
**Crowther, Richard** *a*
*Archives, Denver Public Library Central*

Deaton, Charles
*Archives, Denver Public Library Central*
Dudler, Randolph M. *a*
Eatwell, John *a*

Chouzenoux, Rene *a*
Crawford, Gerald *a*

Davis, Rodney* *a*
DeBoer, Saco Rienk* *ls p*
*Archives, Denver Public Library Central and Colorado Historical Society Library*
DeNicola, Henry J. *a*
Development Planning Associates *pl*
Dion, Joseph Gerald *a pl*

Fisher, Arthur Addison* ** *a*
*Archives, Denver Public Library Central and Colorado Historical Society Library*
Flatow, Moore, Bryan, and Fairburn *a*
(Albuquerque, New Mexico)
Francis, Edwin A.* ** *a*
*Archives, Denver Public Library Central*
Frazier, R. Eugene *a*

**Grant, Alfred Watts** *a*
Groves, Eugene G.* ** *a*

Haertling, Charles *a*
see *http://www.atomix.com/*.
Hall, John *pl*
Harman, Gabriel C. *pl*
Harman & D'Donnell *ls pl*
*Archives, Denver Public Library Central (Harman, O'Donnell and Henninger Associates)*
Hawkins, Edward *d*
Heyvaert, Rene *art*
Heyl, R.J. *a*
Higginbotham, Nakata & Muir *a*
(Colorado Springs, Colorado)
Hipp, John B. *a*
Hodge, Norman E. *a*
Holmen, Orrie J. *a*
Hoyt, Burnham* ** *a*
*Archives, Denver Public Library Central*
Huddleston, Sam L. *pl*
Hughs, Henry *a, golf course*

Johnson, L. Preston *a*
Johnson, Roland *a*
Johnston, William *pl*
Jones, Lester *a*

Kellogg and Sayre *a*
**Kelly, George** *ls*

**Kloverstrom, Carl A.** *a*
Knedler, Marvin E. *a*
Koch, Henry A. *a*

Langhart, Victor D. *a*
Lantz, Miles *a*
Lee, C. Gordon *a*
*Archives, Denver Public Library Central*
Linder, Roland L.* ** *a*
*Archives, Denver Public Library Central*
Lort, Joseph *a*

**Marlow, Joseph and Louise** *a, pl*
*Archives, Denver Public Library Central*
Marshall, Don *a*
McLucas, John *pl*
**Moore & Bush** *a*
*Archives, Colorado Historical Society Library*
**Moore, Sink & Bush** *a*
*Archives, Colorado Historical Society Library*
**Moore, Thomas E.**** *a*
*Archives, Denver Public Library Central*
More, Donald H. *a*
**Morris, Earl Chester** *a*
*Archives, Denver Public Library Central*
**Morris, Robert Max** *a*
Morse, Dion & Champion *a*
Morse, Stanley E. *a*
*Archives, Denver Public Library Central*
Mosley, E.L. *pl*
Muchow, William* *a*
*Archives, Denver Public Library Central*

**Nagel, Jerome** *a*
Nez, George *pl*
**Nixon, Thomas E.** *a*
Nixon and Jones *a*
Nixon and Randall *a*

Pesman, M. Walter *ls pl*
Peterson, Ralph D. *a*
Pillsbury, C. Francis** *a*
Propst, Robert *art d*

Rader, Paul *a*
Rathburn, E. *a*
Reid, Rockwell, Banwell, and Tarics *a*
(San Francisco, California)
Roberts Nurseries *ls*
**Rogers, John** *a*
**Rogers and Nagel** *a*
Rush, Paul *a*

Saul, Max *a*
Sawicki, Walter *d, interior*
Simon, Walter* *a*
**Sink, Chuck** *a*
*Archives, Denver Public Library Central*
Small, Cooley, and Associates *pl*
**Smith and Hegner** *a*
**Smith, Hegner and Moore** *a*
Smith, Hinchman & Grylls (Detroit, Michigan) *a e*
**Sternberg, Eugene D.*** *a pl*
*Archives, Denver Public Library Central*
Sudler, James *a*
*Archives, Colorado Historical Society Library*
Sutherland, Bruce *a*

Toll & Milan *a*
Tuttle, John R. *a*

Walline, David *a*
Watson, Wilbur, Associates (Cleveland, Ohio) *a e*
Wheeler and Lewis* *a*
White, Ken R. *e*
Wilson, Roland E. *a*
*Archives, Denver Public Library Central*

# APPENDIX C - IREA EVALUATION of SIGNIFICANCE

# IREA LITTLETON HEADQUARTERS BUILDING

## Evaluation of Significance

November 19, 2007




# INTERMOUNTAIN

# RURAL ELECTRIC ASSOCIATION

LITTLETON, COLORADO




Intermountain Rural Electric Association

Phone 794-1535

2100 W. Littleton Blvd.
P.O. Box 1130
Littleton, Colorado 80121

## The History of the IREA

*This history (edited) was serialized in the first five issues of* ***Watts & Volts****, a quarterly IREA customer newsletter that began publication in January of 1966. Today, IREA has over 136,000 members in all or portions of ten Colorado counties -- Adams, Arapahoe, Clear Creek, Douglas, Elbert, El Paso, Fremont, Jefferson, Park and Teller. A letterhead from the Littleton Headquarters Building is shown above, courtesy IREA.*

"Almost 12,000 Colorado families and businesses would be in the dark without IREA. The first electric current rode IREA lines in 1940 to 15 jubilant consumers. That initial 23-mile stretch of line has now grown to 2,900 reaching into 10 Colorado counties to bring light and power to homes, business and industry along the way.

How did it all begin? On the national scene, the Rural Electric Administration was created by an executive order of President Franklin D. Roosevelt in May, 1935. In 1936, Congress passed a bill setting aside funds for loans by and for operations of the Administration.

Almost immediately, various groups in Colorado made plans for local rural electric cooperatives. One plan was to bring electricity to the Bailey area. This meant running a line from near Denver through Daniels Gardens, Ken Caryl Ranch, upper Turkey Creek, Conifer, Shaffers Crossing, into Bailey and up Platte Canyon toward Grant.

Subsequently, the plan was expanded to take service into South Park, as well. Residents were urged to attend meetings and sign up as members of a proposed REA. Enthusiasm was high.

A "Certificate of Incorporation" for Intermountain Rural Electric Association was filed on August 24, 1938. The first board of directors meeting was held August 25, 1938, at which time by-laws were adopted, subject to amendments by members. Membership cost was fixed at $5 which gave the member one share of stock, one vote and one service connection. Additional service connections cost members $5, but gave them no more stock. Revenues were to be used for payment of debts, maintaining reserves and distribution to members is proportion to patronage. The first office was opened in two rooms of the Mt. Vernon Hotel in Bailey. The first manager for Intermountain was Glenn Eaton.

IREA obtained its first loan in the amount of $109,000 to construct 99 miles of line for 316 new consumers. Construction was begun, after the right of way was cleared and staked, on September 21, 1939. The line went as far up Platte Canyon as Santa Maria, not quite to Grant. Power was obtained at a substation at Daniels Gardens. On January 24 of the following year the first 23 miles of the Bailey line, the first for IREA, were energized, taking light and power into Turkey Creek. IREA was on the way!

"Sweat and tears", if not blood, went into the formation of IREA in August 1938. Meetings and more meetings were held to explain the then new concept to potential customers. Much of the pioneering was done by the incorporators and members of the first Board of Directors: J.B. Fitzsimmons, Edgar M. Wahlberg, H.J. Arthur, J.B. Hawley, J.U. Murphy, L.D. Fender., George E. Breidster, Mamie Head Young, Mary L. Sanger, S.J. Hargis, H.J. Peterson, Eugene Kleinknecht, B.H. Portis and M.J. Blake. It is interesting to note that, from that group, Eugene Kleinknecht is president of the Board today, and Mrs. Young is its treasurer.

When the first 23 miles of line were energized in January, 1940 Jim Maile was manager and lineman. Minutes of a Board meeting in May of that year state that the contractor was given until May 31 to complete the original 99 miles of the designated A-Section and the Wah-Keeney extension. Subsequent records fail to show whether the right deadline was met.

By the summer of 1940 under the direction of Joe R. Willhoit (another present Board officer) residents in South Park were being solicited to become members of IREA. Results were so favorable that another loan, this one in the amount of $221,000, was obtained from REA. With these funds, service could be extended into South Park's Jefferson, Hartsel and Lake George areas, and to Waterton,

Deckers and Bergen Park areas. This was called B-section. It would add 227 miles of line and 585 new customers to the IREA roster.

In the fall of 1940, staking of the Wahl and Neff extensions was authorized and negotiations were underway for the purchase of the Mountain Utilities property in and around Woodland Park.

Early in 1941, construction was done on the Hayden Ranch. At the same time, applications were made to REA to add the Pine-Buffalo extension and the Olivet extension to the B-section.

On July 7, 1941 when IREA had 250 consumers, Charles See was employed as manager of Intermountain, a position he holds today, 25 years later.

In September of 1941 when the Mt. Olivet extension was staked and a loan of $39,000 for the C-Section was approved, 185 new consumers began receiving service on IREA lines. That same autumn, the office moved to Littleton. [The city of Littleton itself had been electrified by the Colorado Central Power Co. around 1910.]

Intermountain, for the first time, acquired lines from a public utility in 1942. A contract of sale by Mountain Utilities with the purchase price of $30,000 enabled IREA to extend its lines from Green Mountain Falls to Woodland Park and Divide and into numerous Townships and Ranges in that general area. Payment was made with an REA loan for the full amount.

In 1943, Intermountain acquired other properties in El Paso, Douglas and Elbert Counties, again from Mountain Utilities Corp. Seven certificates were involved in the transfer of title; 95 miles of line and 591 more consumers were thus obtained. Intermountain obtained a new loan from REA to pay for the acquisition.

A further loan of $50,000 from REA was obtained in January, 1944, for further construction of lines in B-section. And still another loan in the amount of $185,000 was received in 1945 for extensions over a great part of the system, as new people moved into the area. At about this time, too, Colorado Central Power Co., later absorbed into Public Service Co., received its certificates to serve Littleton, Englewood and Golden.

A Colorado P.U.C. [Public Utility Commission] decision in 1945 paved the way for Intermountain's acquisition of Commonwealth Utilities Corp., operating in Douglas county. The Commission ruled that IREA was not specifically prohibited from servicing non-members (IREA was serving non-members in Elbert, Kiowa, Elizabeth, Palmer Lake, Monument, Larkspur and some rural areas at the time). With such technicalities out of the way, IREA purchased Commonwealth with its 40 miles of line and 320 customers in Castle Rock and certain other areas of Douglas county. Intermountain obtained an REA loan of $225,000 for this purpose and for the construction of new lines. 1945 was a year marked also by controversies between Intermountain and Colorado Central Power Co. over boundaries of their respective service areas. At issue were territorial rights claimed by Colorado Central to areas contiguous to municipalities for which they held Colorado P.U.C. certificates. When IREA filed a protest, a hearing was averted and the matter settled amicably. Thus it was that in October, 1945, Intermountain, with an REA loan for $150,000, began construction of 110 miles of line to serve 248 new consumers in the Pine-Buffalo and Strasburg-Kiowa areas.

The end of World War II launched a population boom in the Metro Denver area and surrounding counties with an accompanying increase in demands for electrical service.

Late in 1946, IREA began construction of 252 miles of line to serve 342 new customers in various parts of its system. That was just the beginning. 79 miles of line were added in the Bennett-Strasburg area. In 1948, 271 miles of line were constructed to serve another 782 consumers. Squaw Mountain was reached in this program.

With REA loans, Intermountain began construction its headquarters office building in Littleton. The project was completed and the building was formally dedicated at the annual meeting of members held February 7, 1950.

By 1951, IREA reached the 5000 mark for consumers served. In October, 1952, work was started on a $60,000 warehouse at the rear of the office building in Littleton. The 41'x 112' structure had stalls for 11 trucks, and 5 doors; an electric elevator, large scales for weighing materials, cranes to lift heavy equipment and transformers, and storage space for supplies. The Strasburg substation was dedicated in 1953. Its 44,000-volt line served 565 miles of line, 772 consumers. By 1954, IREA lines and service were going into 9 counties: Adams, Arapahoe, Clear Creek, Douglas, Elbert, El Paso, Jefferson, Park and Teller.

In July, 1955, Intermountain obtained a loan from REA for $1,035,000. The loan was used to construct 498 miles of new line to serve 1,460 new consumers, to rehabilitate a number of older lines, and to add a second story to the office building in Littleton. Included in the new structure were an all-electric model kitchen, a large assembly room which seats 250 people, several offices and board room.

From the first, IREA offered service to and actively solicited business from every potential consumer anywhere near its transmission and distribution lines. Each extension of its lines was preceded by solicitation, by various public meetings, and by IREA using all possible efforts to obtain consumers in newly opened areas...

Important factors, too, during the period was IREA service to two missile sites, KOA-radio and American Telephone and Telegraph Company's micro-wave systems. During the six years the Blue River tunnel project, which delivers water to Denver, was under construction, Intermountain sold electricity to its east portal...

Meanwhile, the work goes on as IREA takes its lines into newly developing areas and improves lines already

existent. Much time and energy is devoted now to the development of double feed lines throughout the system so that there will always be a reserve source of power in the event of an outage. Where a need exists, IREA is there to meet it as consumers become ever more dependent upon electricity in their daily lives."

## The Architecture of the IREA

### The Bailey Office

The history and development of the IREA is reflected in the buildings with which it is associated. The first of these was the Mt. Vernon Hotel on Crow Creek in Bailey, where IREA established its first headquarters in two hotel rooms in 1938. The location was chosen because the Bailey area was the organization's first planned service district. Built in 1899 by W.W. Hooper as the Escanaba Hotel and renamed the Mt. Vernon when purchased by the Fitzsimmons family, the hotel was subsequently destroyed by fire.

### The Move to Littleton

In the autumn of 1941, IREA moved their headquarters to Littleton. Though parts of Arapahoe County fell within the IREA operations area, Littleton itself had been largely electrified by the Arapahoe Electric Light and Power Company beginning in 1903. Littleton was undoubtedly chosen as an location that was central to the IREA's projected service area, yet close to the Denver metropolitan area which provided ready access to REA and other state and federal governmental offices. The new headquarters were located in an existing building dating to the 1900s at 2449 West Main Street in Littleton. The building, though within the boundary of the Littleton Main Street Historic District, is considered non-contributing, having lost its architectural integrity through successive remodels.

### The IREA Littleton Headquarters Building

In 1949, utilizing REA loan funds, Intermountain began construction of an Art Moderne style headquarters on a prominent and prestigious location just south and west of the Arapahoe County Courthouse on West Littleton Boulevard. Both buildings are located at the crest of a dramatic ridge that overlooks the historic downtown and front range of the Rocky Mountains.

The architect was Eugene G. Groves, a recognized master of Colorado architecture. His design was planned for two phases of construction: an initial one story with lower level and a later second story.

The IREA building was composed of two rectangular volumes. The north section faced West Littleton Boulevard. It was one story, with a lower level partially recessed below a west- and south-sloping grade. The south section faced Bemis Avenue. It was perpendicular to and set back from the north section to the east and west, A driveway from West Littleton Boulevard allowed access to the lower level of its west elevation, where service vehicles were garaged



Architect Eugene G. Groves (1882-1967)
Photo: Courtesy of *Documentary For Hire*, *Alamo Placita Group* and *Just Media*.

beneath the building's offices. The building was dedicated at the first annual meeting of members held there on February 7, 1950. The construction of the second story was announced July 1, 1955, in the *Littleton Independent*.

The entire building is constructed of a light buff, running bond tapestry brick with an alternating header and stretcher row every eighth course. The building's rounded cushion corners are stack bond half bricks. Cushion corners also frame the recessed main entrance on West Littleton Boulevard, reached by concrete steps flanked by two low tapestry brick piers. The original windows, now lost, were flush with the wall planes. They were largely eight-light metal-frame windows with fixed and operable panes.

Narrow cantilevered concrete canopies shelter the windows and pedestrian entrances on the office portion of the building. Over the six garage bays, the canopy deepens and is supported by long, triangular brackets. At the second story, a band of concrete beneath the canopy doubles as a continuous window head. Concrete also appears as window sills and as frames and continuous sills in multiple window compositions. It forms a narrow projecting fascia at the top of the parapet wall. The concrete foundation is exposed where the grade drops to the south and west.

The REA logo and "Intermountain Rural Electric Association" originally appeared on the north elevation in raised aluminum letter forms of modern design.

The later construction of Grove's second floor is seamless, evidenced only by the slightest variation between the color of the 1950 and 1955 buff tapestry bricks.

### Eugene G. Groves, Architect

Eugene G. Groves (1882-1967) was born in Dana, Indiana, and won a scholarship to study at Harvard. Poor health brought him to Denver in 1914. He maintained an active practice for five decades and was responsible for the design

of numerous educational and municipal facilities throughout Colorado including the 1936 Art Deco style Mitchell Elementary school in Golden and the 1927 Art Moderne style Cañon City Municipal Building. Groves was recognized for his expertise in the use of poured, cast, and reinforced concrete. Groves had a long term association with Colorado State University where he was responsible for the design of numerous buildings and additions from the 1920s through 1950. Seven Groves buildings are listed on the National Register of Historic Places. A documentary on Eugene Groves and his work is in preparation.

### The Warehouse Addition

On October 17, 1952, the *Littleton Independent* announced the construction of a warehouse addition located to the south of the original building, also designed by Groves. A number of residential neighbors across Bemis Avenue originally objected to the project, but a compromise was reached after IREA Manager Charles See explained that the east elevation of the addition would match the present offices, that all yard storage and egress would be out of sight to the west, and that grass and landscaping were planned for all IREA land visible to the residents. Further, IREA agreed to widen Bemis Avenue for all 390 feet of its property so that employees could all park on the west side of the street, completely freeing the east side for residents.

The warehouse is a simple rectangular form to the south, set back from the main building to the east and west. Light buff tapestry brick is the primary material. A band of concrete frames a series of high, single-light windows on the west elevation and forms broad window heads on the six-light metal-frame windows on the south and west elevations. To the west a concrete canopy, columns, and brackets define five garage bays. A prominent concrete foundation line rises above grade.

After the completion of the warehouse and the second floor, an inset connecting addition, also in light buff tapestry brick, was constructed between them to provide additional egress. The careful detailing indicates that it was also the work of Groves. A narrow recessed bay sheltered and secured the two-way radio tower that facilitated communication between the Littleton office, construction and service trucks in the field, and a transmitter tower at the top of Squaw Mountain, 30 miles west of Littleton.

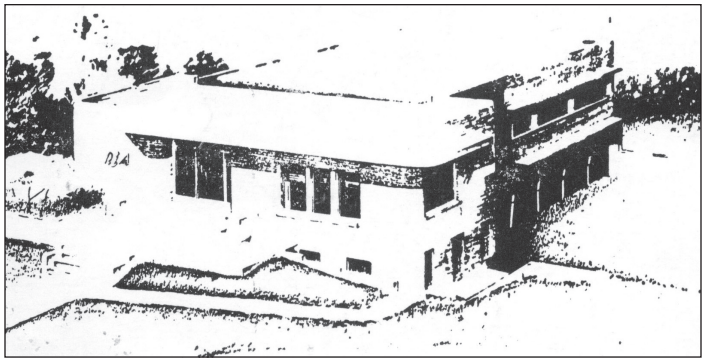
The Groves portions of the IREA Littleton Headquarters Building are remarkable for their aesthetic compatibility of siting, scale, architectural style and materials.

### The West Addition

In March of 1975, the IREA solicited sealed bids for the construction of a three-story 10,000 square foot headquarters addition designed by Eugene Sternberg, a recognized master of Colorado architecture. This was to become the final element of the IREA Littleton Headquarters Building.



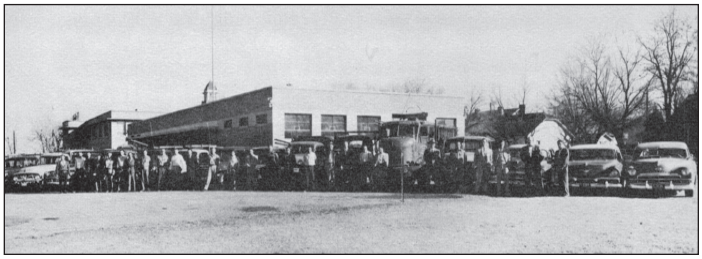

In 1941, IREA moved into its first Littleton office, located at 2449 W. Main Street. The building and fleet are shown here in 1942. Photo: Courtesy of IREA, from the Summer 1975 *Watts & Volts*.



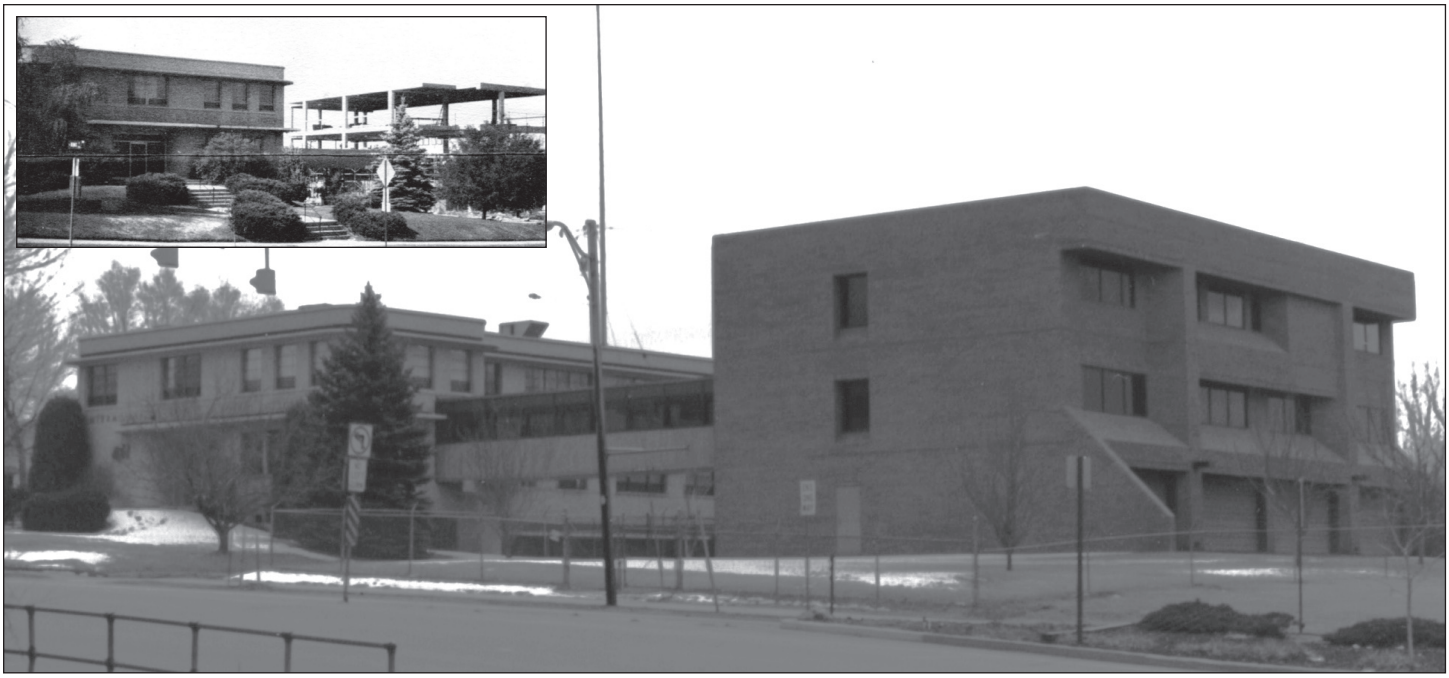
In 1949, IREA built a new one-story headquarters at 2100 West Littleton Boulevard designed by architect Eugene G. Groves. Rendering: Courtesy of Sonya Ellingboe, from the *Littleton Independent.*



In 1955, IREA added the Groves-designed second story. It housed an all-electric model kitchen, offices and meeting rooms. Photo: Courtesy of IREA.



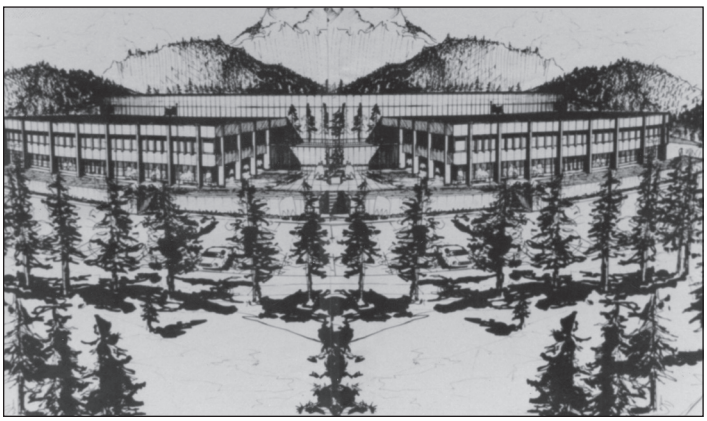
This view shows the south and west elevations of the 1952 warehouse building as it appeared in 1955 with the then-current fleet of equipment. Photo: Courtesy of IREA, from the *1955 Annual Report.*



(Inset) The construction of the Eugene Sternberg IREA Littleton Headquarters Building addition pictured in the Summer 1975 *Watts & Volts* newsletter. (Main photo) The completed architectural composition of the IREA Littleton Headquarters Building as it appeared in 1980, featuring the north and west elevations of the 1975 Sternberg addition. Both Photos: Courtesy of IREA.

Architecturally, the Sternberg addition was distinct from the original Groves building, though also modern in style and form. Three stories in height, it was basically a single rectangular form of red brick. The primary west elevation took full advantage of the dramatic views of the Rocky Mountains. The first level, at grade, was a row of four garage bays flanked by angled walls that project beyond the body of the addition and partially screen garage activities from the street.

Two deep, narrow columns rise between the end and center pair of garage doors, flush with a deep rectangular cornice at the roof line. These columns define three windows bays on the second and third stories. At the second floor, in all three bays, windows formed by multiple vertical glass panels have deep angled sills that project out to form a hood over the garage bays below. At the third floor, in the central bay, the wall extends out just behind the columns. Within it, an asymmetrically placed window bay with deep sloped sill is recessed back to the main wall. In the flanking bays, the third floor windows are flush with the main wall. The north, south and east elevations are largely solid, punctuated with simple compositions of deeply recessed or flush windows and pedestrian doors. Throughout the building, all windows are framed by and continuous with the brick masonry of the surrounding walls. The windows themselves are vertical panels of a dark anodized metal with dark solar glass.



The 1980 IREA Sedalia Headquarters Building at 5496 North U.S. Highway 85 from *Watts & Volts* (C.H. Guernsey & Company, architects). Rendering: Courtesy of IREA.

The site planning of the Sternberg addition was also very distinct from that of the 1949-1955 Groves building. The Groves building was sited conventionally, within the Littleton street grid, with its formal north and east elevations oriented toward and located parallel to West Littleton Boulevard and Bemis Avenue. Sternberg's addition reflected a more innovative siting. It was placed some distance to the west of the 1948-1955 building and was connected to it by an enclosed walkway at the second-story level. The walkway is constructed of dark solar glass and raw concrete that displays the texture of the wooden forms in which it was cast. This plan retained access to the lower-level garages, screened yard-stored materials and vehicles from view on Littleton Boulevard, and, in the process, preserved the integrity of the entire west elevation of the original Groves building.

### Eugene D. Sternberg, Architect

Eugene D. Sternberg (1915-2005) was born in Bratislava, Czechoslovakia. He earned an architectural engineering degree in Prague, Czechoslovakia, and was pursuing his graduate degree in architecture at Cambridge University in England when World War II broke out. He remained in London through the war teaching part-time at Cambridge, then joined the firm of Sir Patrick Abercrombie, where he was involved in the rebuilding of housing destroyed by the German bombing of London.

In 1945, like many European architects displaced by the war, Sternberg emigrated to the United States. He had accepted a teaching invitation at Cornell University in Ithaca, New York, but quickly became dissatisfied with Cornell's restrictions on combining an architectural practice with teaching. At the urging at his friend, Lewis Mumford, Sternberg accepted a teaching offer from Carl Feiss, Director of the School of Architecture and Planning at the University of Denver (DU). Sternberg was the first faculty member to be hired for the University of Denver's new School of Architecture.

Eugene D. Sternberg is the single most important architect in the built environment of post-WW II Littleton.

Sternberg originally began work in the city in 1950 when commissioned by Dr. Ralph W. MacKenzie to design his medical offices at 1950 West Littleton Boulevard. Sternberg's drawings for the nationally recognized Littleton Clinic were executed on MacKenzie's kitchen table.

With the closure of the DU School of Architecture and Planning, Sternberg designed and constructed his own offices at 2009 W. Littleton Boulevard, across the street and just east of the IREA Littleton Headquarters Building and southeast of the Arapahoe County Courthouse. His was the first architectural firm to be located in Littleton. A lead editorial in the *Littleton Independent* by Houstoun Waring proclaimed, "In choosing Littleton for their headquarters, Eugene Sternberg & Associates have cast their lot permanently with our community ... we suspect the dynamism of these men will help transform Littleton into the state's most attractive suburb."

Sternberg quickly became an important and influential member of the Littleton community, promoting the development and appreciation of the arts, planning and architecture in the city. He virtually became the city's primary architect, designing the most prominent Littleton buildings of the post-World War II period. These included, among others, the 1964 Geneva Village, 1964-65 Bemis Library, 1966-67 Carl Sandberg Elementary School, 1972 Heritage High School, 1974 Arapahoe Community College, and the homes and offices of a number of the city's most influential citizens including Martin Miller, whose 1972 Littleton Law Center was designed by Sternberg at 1901 West Littleton Boulevard, just north and east of the IREA Littleton Headquarters Building.



Architect Eugene D. Sternberg (1915-2005) as he appeared in 1948 shortly after his arrival in Denver.
Photo: Courtesy of the University of Denver Special Collections & Archive.

Sternberg's site planning and residential design for Englewood's Arapahoe Acres are recognized on the National Register of Historic Places. Arapahoe Acres is the first post-war residential subdivision to be listed as a National Register historic district.

All of Sternberg's Littleton buildings and his broader contributions to the City's civic life are currently under study as part of a post-World War II historic context being prepared for the Littleton Office of Planning and Community Development.

Sternberg's work is also significant to the history of other electrical utilities in Colorado. Records in the Denver Public Library show that Sternberg also designed buildings and additions for the Colorado-Ute, Delta-Montrose, La Plata, and Yampa Valley Electric Associations, and the Mountain Parks Electric, Inc.

### The Move to Sedalia

In the November-December 1978 issue of *Watts & Volts*, the planned closure of the Littleton IREA Headquarters Building was announced and reasons for the move to a new location in Sedalia were discussed.

A facilities study of the previous year had found that any expansion at the Littleton location could only accommodate IREA staff growth for two years. It was also anticipated that any such expansion would jeopardize the zoning variance necessary to keep the office, warehouse and storage facilities at a single location, which was seen as essential to IREA operations. Finally, by moving the headquarters to the south and west, the area for which the heaviest growth of new IREA service was projected, the Castle Rock District Office and the headquarters could be consolidated for greater cost effectiveness. C.H. Guernsey & Company, an

Oklahoma-based firm specializing in buildings for the energy service industry, designed the new Sedalia building.

After fending off the attempts of Arapahoe County to acquire the building through condemnation, the Littleton Headquarters Building was sold to a private buyer, ending the Littleton era of the IREA.

### Condition and Architectural Integrity

The entire IREA Littleton Headquarters Building of 1949-1975 retains the highest level of architectural integrity and is in an excellent state of physical repair and maintenance.

The only major exterior alteration was the replacement of most of the original windows in the Groves portion of the building. Though the replacement windows did not duplicate the original material or design, the original window openings were not damaged or altered. When the current windows fail, they could easily be restored to their well-documented historic appearance. The conversion of the garage entrances is remarkably sensitive. On the 1949 building, simple metal-frame storefronts with solar glass were used to infill the original garage door openings. On the 1952 warehouse, the historic garage doors were retained, and the two upper sections of door panels replaced by glass.

The only major addition to the complex has been a one story section at the base of the west elevation of the Sternberg addition. It is remarkably sensitive, constructed with matching brick and window design, and set within the projecting angled walls of the original structure. Though original records have not yet been located, it is possible that Sternberg himself designed this addition.

Owners subsequent to the IREA, in converting the complex to a small scale office park, made minor changes in how the buildings were entered and used. This dictated alterations to pedestrian and vehicle egress to the site including the addition of parking, paving and landscaping. All of this work was designed and constructed to the highest professional standard, and displays a remarkable sensitivity to all the historic architecture. It is in an excellent state of maintenance and repair.

A detailed examination is recommended to determine what interior historic features might survive.

## Littleton and the IREA

Though many of the IREA Board of Directors and district staff lived in locations throughout the entire area served by IREA, the core management and administrative staff that worked in the IREA Littleton Headquarters Building were largely residents of Littleton. Between 1941 and 1980, when the move to the Sedalia office was complete, IREA was a prestigious and important employer in Littleton.

Littleton residents filled positions from the highest levels of upper management to the most routine clerical posts. IREA newsletters regularly profiled new board and staff members in depth, including the many Littleton residents.

The *1955 Annual Report* listed, among other Littleton residents, General Manager Charles See, Board Director E.H. (Ned) Grant, Chief Legal Counsel Cecil R. Ditsch, Office Manager Alice Merrow, Head Bookkeeper Glydeth Bowersox, Head Cashier Lois Bowersox, Assistant Manager Kenneth Powell, Operating Engineer James B. Schroeder, Line Superintendent H.L. Miller, Lineman Frank (Buck) Blackshere, Assistant Cashier Milly Meader, and Chief Radio & Switchboard Operator MaeBel Marquis.

The presence of IREA also had a positive economic effect on Littleton beyond the employment of residents, building construction, and facility and fleet operations. The organization helped local merchants promote electrical appliances (see below), and large multi-store display ads welcomed the influx of IREA consumers, largely from rural areas with limited retail opportunities, to the organization's annual meetings in Littleton.

During community discussions about the 1952 warehouse addition, the *Littleton Independent* wrote "In appealing for the change, [General Manager] Charles See told what the REA means to Littleton. 'We now have 5,500 customers and 400 of these come to Littleton each month to pay their bills and shop,' he said. 'Our average monthly payroll is around $10,000, and our Arapahoe county property tax is $2,260. It will be about $3,160 when the new warehouse is built.'"

## The Electrification of the American Home

Early IREA newsletters commonly featured anecdotes such as this about first-time electrical users: "A West Virginia man wrote to the Rural Electric Administration in Washington inquiring how to avoid burning his hands. Investigation revealed that although the man's home had been completely wired, he had only one light bulb, which he patiently screwed and unscrewed as he took it from room to room wherever it was needed."

Educational services for first-time consumers, to whom electricity was often a complete and unfamiliar mystery, were necessary to insure their safety.

At the same time, as war production began to re-focus on the home consumer market, home builders, utility companies and manufacturers began to vigorously market new appliances and the electricity necessary to power them. Promoting home appliances, not just to the new rural electric consumers of the REA, but to previously electrified homes as well, became a top priority.

When IREA was located on Littleton's Main Street, a front-page article in the *Littleton Independent* read "The Intermountain association is planning a program which will aid all dealers of electrical appliances in the territory. Any dealer wishing to display merchandise in its display room may do so free of charge by contacting the local office. The appliance room will display the latest models of electrical appliances and will be open for inspection at all times. Demonstrations showing the economical use and the conve-



Evelyn Lyons and the "All Electric Kitchen" in the *1955 Annual Report*. Photos: Courtesy of IREA.

nience electricity gives the consumer will be given regularly by the Home Electrification Agent either in the rural communities or in the appliance room in Littleton. Dealers will be supplied with demonstration schedules."

IREA first created the position of Home Electrification Agent in the 1940s. Since decisions regarding appliance purchases were most often made by and for women in the home, the position was filled by a series of women professionals.

By 1955, IREA had hired Evelyn Lyons for the position, now titled Home Economist. A graduate of Kearney State Teachers College in Nebraska, she was hired for her ten years experience in sales promotion and public relations. In the words of the 1955 IREA Annual Report, "She works with the consumers explaining the use of electricity, conducts electrical equipment demonstrations, and shows films on proper lighting. She works with the County Home Extension Agents throughout the area, and participates in the 4-H Club work. She is hostess to groups and clubs in the Assembly Room of the Office Building, conducting educational programs."

In large part, the 1955 second floor of the IREA Littleton Headquarters Building housed Evelyn Lyons' activities -- the Assembly Room and the All-Electric Kitchen. Again from the 1955 Annual Report, "The all-electric kitchen has two built-in ovens, two dishwashers, a disposal, built-in range units and a refrigerator. The cabinets are metal, and the counter tops are stainless steel. The steam table unit is also stainless steel."

In the post-World War II years, such "high-technology" model kitchens and homes promoting electrical use were familiar to most Americans. Perhaps the most famous was at the *American National Exhibit* in Moscow. This was the location of the 1959 "Kitchen Debate" between Vice President Richard Nixon and Soviet Premier Nikita Khrushchev, in which they discussed politics and prosperity over a built-in panel-controlled washing machine and a color television set.

An excellent surviving example of a complete model electric home and kitchen is visible on-line at *http://www.jocomuseum.org/electrichouse.htm*. The site shows a 1954 All-Electric House built by the Kansas City Power and Light Company that was moved to the Johnson County Museum, where it currently serves as an educational historical exhibit.

## Summary and Statement of Significance IREA Littleton Headquarters Building

The IREA Littleton Headquarters Building meets the highest standard of historic and architectural significance and qualifies for historic designation as a Littleton, Colorado and National Register landmark.

The building meets at least six of the possible fifteen criteria outlined by the Historic Preservation Code of Littleton. It is required to meet only one criteria to qualify for historic status. The significance of the property is outlined below, with bold italics indicating language drawn directly from the Littleton Code:

### Architectural Significance

The IREA Littleton Headquarters Building ***exemplifies specific elements of an architectural style or period.*** During the mid-20th century, Littleton grew from a small rural town rooted in agriculture to a community of regional stature with new and expanding industrial, commercial and residential growth. During the post-World War II period, Littleton, like the entire United States, looked optimistically ahead to the future. Modern architecture expressed that optimism and spirit, and the most important buildings in Littleton of the period were built in modern architectural styles. The Art Moderne style of the Grove's building and warehouse, and the later Modern style of the Sternberg addition, both express and exemplify this dramatic and historic period in Littleton's architectural development.

The architecture of the IREA Littleton Headquarters Building ***represents a style particularly associated with the Littleton area***. The Modern style expressed in the addition designed by Eugene D. Sternberg exemplifies his extensive and important body of work in Littleton and is thus particularly associated with the community.

The Nazi campaign against Modern art and architecture led many artists and architects in Germany and in the rest of Nazi-occupied Europe to seek asylum in the United States. Sternberg was part of this mass exodus. His work in Littleton is a direct expression of two major forces in Modern architectural and planning design that emerged in 20th century Europe: the German Bauhaus and the English "New Towns" movement. The curriculum at the Technion, where Sternberg earned his architectural engineering degree, was based on that of the Bauhaus in Germany, the pioneering school of modern design. Sternberg's site planning was founded on his training with the firm of Sir Patrick Abercrombie, a key architect of London's 1944 Green Belt plan and an influential part of England's "New Town" movement, which cre-

ated green, spacious communities with improved living and working conditions to house those displaced by the war.

The architecture of the IREA Littleton Headquarters Building ***is an example of the work of architects who are recognized for expertise statewide, regionally, and locally.*** Eugene G. Groves and Eugene D. Sternberg were both highly trained and accomplished master architects, acknowledged through the listing of their buildings in the National Register of Historic Places and the Colorado State Register of Historic Places.

### Social and Commercial Significance

The IREA Littleton Headquarters Building ***represents the built environment of a group of people in an era of history.*** To its members, the IREA Littleton Headquarters Building represented the bright new future that IREA's electrification program brought to their rural homes, and that drew them to Littleton for IREA events and to shop in the retail stores that offered more varied consumer goods than their hometown markets.

To the Littleton community, the IREA Littleton Headquarters Building represented the city's growth and increasing prosperity and prestige in the booming, post-war economy.

The IREA Littleton Headquarters Building ***exemplifies the cultural, political, economic and social heritage of the community*** in the immediate pre- and post-World War II years. This includes:

- the commissioning of regionally significant architecture by recognized master architects.
- drawing national and regional political leaders associated with the REA to Littleton, thus enhancing community recognition across the state and country.
- increasing economic prosperity through IREA hiring and spending for business operations, and IREA member consumer purchasing.
- attracting high-level professionals from all over the country to live in Littleton and to direct and manage the IREA.
- hiring, cultivating, and rewarding the professional skills of native Littleton residents.
- holding annual meetings and special events that formed an important element of the community's social life.

### Geographic Significance

Finally, the IREA Littleton Headquarters Building ***is an established and familiar visual feature of the community***. It occupies one of the most prominent geographic locations in the city of Littleton, at the crest of a dramatic ridge that overlooks the historic downtown and views of the front range. This ridge divides the lower elevations of the town along the Platte River to the west and the upper elevations to the east. Immediately adjacent to the IREA property is the historic Littleton Ditch and a city-owned floodplain.

This premier location, shared by the former Arapahoe County Courthouse and the IREA Littleton Headquarters Building, speaks to their significance to the Littleton community -- the Courthouse of its small-town past in the early 20th century, and the IREA Littleton Headquarters Building of its advancing technology, prosperity and prestige in the mid- to late 20th century.

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*This document was researched, written, and prepared by historic preservation consultant Diane Wray Tomasso for the City of Littleton Office of Planning and Community Development under a Certified Local Government grant documenting the history of post-World War II Littleton and the significance of its architecture. Research assistance was provided by Littleton residents Sonya Ellingboe and Doris Hulse, by Littleton Public Services Director Charlie Blosten, and by Director of the Park County Office of Historic Preservation Linda Balough. Special thanks to William R. Schroeder, Jr., IREA Manager of Public Affairs, and his assistant, Jeannie Davis, for providing access to IREA archive records.*

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***(Cover) The front of the 1955 IREA Annual Report, showing the 1949 IREA Littleton Headquarters Building with 1955 second floor and 1952 warehouse designed by architect Eugene G. Groves. Image: Courtesy of IREA.***

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"Every Eleventh Littleton Home Is Trailer, Study By Jarvis Reveals; Council To Study Space Tax For 209 Mobile Units," July 1957.
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"Littleton Is Now A Second-class City; Election Of Council Set For November," March 1957.
"Earl Mosley Explains Forms To City Government To C Of C," March 1957.
"Public Meeting Set April 4 To Discuss Possible Change To City Manager Form," March 1957.
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"City Manager Similar To Business Executive, Orendorff And Jarvis Say," August 1957.
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"Law Enforcement Costs Increase A Suburbs Grow," October 1955.
"New Principal Escapes Death In Littleton High School Blast; 7 Students Jailed After Dozen Dynamite Caps Were Used," November 1955.
"Town Employees Get Pay Hikes; Voters To Consider Raises For Future Councils; Four Policemen Will Work Fulltime Week Under New Schedule For Force," December 1955.
"Littleton Police Change Shifts; New Hours Set," December 1955.
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"Deboer, Who Made Preliminary Plan For County In 1940, Says It's Obsolete; Original Map Contemplated Different Route To Colorado Springs Than Valley Highway," October 1954.*
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"4-county Planning Office Being Set Up With Professional Staff," January 1955.
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"Town Denies Commercial Zoning Along Littleton Blvd., East Of Courthouse; Council Votes Unanimously After Crowd Voices Opposition At Hour's Hearing," November 1955.
"Owners Ask Commercial Zoning For Block East Of Woodlawn Center; Area Would Face Littleton Blvd. From Datura Ave To Gallup Ave," February 1957.
"Residents South Of Town Opposing Industrial Park; Greater Setbacks Urged To Keep Factories From Fine Homes.," March 22, 1957, Page 6.*
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"A Primer For Suburbia; Zoning Feuds Dramatize Need For Homeowner Vigilance," April 10, 1964, Page 7.
"Model House Code Will Help Prevent Deterioration Of City," August 19, 1966, Page 3-3.
"South Littleton Civic Assn. Set Against New Business Places In Ridge Rd. Area," April 6, 1967, Page 1a.

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"Town To Ask Federal Funds For Planning," June 1956.
"No Master Plans," July 1956.
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"To Avoid Hardship," March 1957.
"Planner To Start On Land Use Map," June 1957.
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"City Council Authorizes Urban Renewal Study," February 4, 1966, Page 1.
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"New Connection To West Suggested To Littleton; 2 1/2 Miles Of New Road Will Provide Turkey Creek Folk Way To Littleton; Littleton Merchants Want Connection With Bowles Avenue," August 6, 1948, Page 3.
"Littleton Has 1,238 Motor Vehicles [Up From 1,152 In 1947]," August 20, 1948, Page 7.
"Weakness Of Small-town Government ," August 20, 1948, Page 4.
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"Photo - Where Race Track Will Be Built. Belleview Avenue Bridge Necessary If Deal For Race Track Northwest Of Littleton Goes Thru; E.C. Schumaker Agrees To Sell 200 Or 280 Acres To Centennial Turf Club; Local Schools May Get $23,500 Yearly In Taxes," March 25, 1949, Page 1.
"Main St. Lighting Will Be 60 Times Brighter, Unsurpassed In State; Littleton To Welcome Visitors Next Week With Free Show At Vogue And Other Doings," April 1, 1949, Page 7.
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"4 Lane Bridge For Race Track For W. Belleview OK's By Highway Dept.," December 23, 1949, Page 1.
"25 Blocks, $10,808," February 17, 1950, Page 2.
"Watch Belleview Traffic Increase This Year (Map)," March 24, 1950, Page 1.
"Belleview Will Be Surfaced To Lowell And Extended To Sheridan Blvd.," January 5, 1951, Page 1.
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"How Race Track Turn-off Will Look," June 1, 1951, Page 1.
"14,600 Cars Use Bowles Ave Crossing Daily; State To Permit Lights; Seven Accidents Reported At Bad Intersection In 1950; Cost Of Signals May Have To Be Paid By Town," September 21, 1951, Page 1.
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"Harman & O'Donnell Denver Planning Consultants Show How Homes Can Be Built In Two Gulches," March 28, 1952, Page 1.
"How Littleton Can Turn Two-gulch Areas Into Val Homesites," March 1952.
"Valley Highway And S Fe Each Used By 3,500 Autos On Average Day," September 1952.
"State Highway Plans To Blacktop And Widen Us 85 From Littleton To Castlerock In 1953," January 1953.
"14,500 Cars Use Broadway North Of Hampden Daily," May 1, 1953, Page 1.*
"Arapahoe County Leads Suburbs In Purchase Of Cars," October 1954.
"Directional Sign Turns Tourists Toward Littleton," October 1954.
"Stoplights For Schools To Be Studied By P.T.A.," October 1954.
"High School Needs Wider Road Leading Off Broadway," April 1955.
"Old U.S. 85 [4,000] Still Busier Than Valley Highway [3,650]," April 1955.
"Widening Of S. Broadway Between Belleview And Littleton Blvd.," August 1955.
"Santa Fe Dr. Motels And Cares To Move Castle Rock Sign," October 1955.
"Heco Donates $3,0000 Scholarship To Littleton Senior Good At Any

College," December 1955.
"More Traffic Lights Needed As Littleton Area Expands," January 1956.
"New Sign At Castle Rock To Direct Tourists In Cars," January 1956.
"Arapahoe County Doctors Devote Evening To Study Of Seat Belts And Car Padding; Safety Devices Saving Thousands.," February 1956.
"Master Road Plan Advocated For West Arapahoe County," February 1956.
"4-lane Road S Of Belleview Will Take Five Months Of Work," March 1956.
"Ohio Oil Center's Business Manager Wants Men With Liberal Education," April 1956.
"Seat Belts Reduce Injuries In 21 Crashes, Doctor Says," May 1956.
"Kiewit To Rebuild Colorado 75 To Martin For $191,000," May 1956.
"Traffic On U.S. 85 Gains 21 To 25%; Vehicle Count On Bowles Av. Up 77%," June 1956.
"Widened Broadway May Be Reopened Early In August [Kiewit]," June 1956.
"Subdividers Won't Confuse Public By Duplicate Street Names In Future," June 1956.
"Traffic Signal Installed At Broadway And Littleton Blvd.," August 1956.
"Subdividers Pledge Paving Of Streets," September 1956.
"Traffic Light Installed At Littleton Blvd. And Windermere Ave," January 1957.
"Broken-down Freight Train Ties Up Littleton Automobiles For 72 Minutes; Hot-box In 100-car Express Blocks Main And Belleview," April 1957.
"Council To Refuse Building Permits In Aberdeen Until Roads Are Fixed," May 1957.
"S. Federal Will Extend To Track This Summer," May 1957.
"State Will Change Littleton Blvd. To 4-lane Divided Road This September," June 1957.
"Council Approves Sterne Parkway Plan; Tables Action On Land Fill Dump Use," July 5, 1957, Page 1.*
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"120-foot Right-of-way Sought For Arapahoe-Douglas County Line Road," August 9, 1957.
"Council Approves Sterne Blvd. Plan; Mrs. Smith Raps $15,000 Appropriation," October 18, 1957, Page 1.
"Commissioners Request Highway On Arapahoe-Douglas County Line Road; Want Belleview Improved; Two Roads To Be Extended," November 15, 1957, Page 1.
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"Horses And Cars A Problem To School," June 19, 1959, Page 1.*
"Fire Guts The Littleton Flour Mill; U.S. 85 Blocked During Martin Rush; $450,000 Loss Is Estimated," July 10, 1959, Page 1.
"Texans Killed On Valley Highway Were Traveling New 70 Mph Speed," July 17, 1959, Page 1.
"48,000 Cars Use Valley Highway On Average Day," July 31, 1959, Page 1a.
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"City To Install 150 Lights, Broadway Gets Vapor Lights," October 2, 1959, Page 6.
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"School Traffic Light Will Be Installed At Euclid And Broadway," January 8, 1960, Page 1a.
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"5 Agencies Join Forces To Improve Prince Avenue," July 8, 1960, Page 8.*
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"Council Passes Street Name Law; First Changes Slated In February; Residents To Get 30-day Notice Of New Addressed," December 9, 1960, Page 1.
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"State Still Sees Overpass As Relief For Main Street," January 26, 1962, Page 1a.
"Six City Projects Would Cost $66,190, Improve Street Safety And Beautification," September 21, 1962, Page 1.*
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"Arapahoe Av. [Former Nobles Rd] To Connect Broadway With Valley Highway During 1964," January 4, 1963, Page 1a.
"Littleton Plans 28-block Curb-gutter Paving Improvement District For 1963; S. Prince Will Be Widened As Far South As Ridge Road," February 1, 1963, Page 1.
"Kiwanis To Sell Seat Belts June 15, 22 At Littleton Bank," June 14, 1963, Page 1.
"Littleton Blvd. To Have 6 Intersections Where Lights Work On 'Barnes Dance'; New Installations Will Be Operating By First Of Week," July 5, 1963, Page 1.
"Local Officials To Ask State To Study Six Road Projects In Littleton Area," October 25, 1963, Page 6a.
"Murder By Motor," February 11, 1966, Page 2a.
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"10 Littleton Streets Part Of 1980 Metro Highway Plan," July 8, 1966, Page 1.*
"28,000 Vehicles Use Santa Fe Daily; Count On S Broadway Is 26,600 Cars; Littleton Blvd. 86% Busier Than It Was Back In 1960," August 12, 1966, Page 1.

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"222,915 People Rode Littleton Bus During '47; Travel Is At Lowest Point In 5 Years," January 9, 1948, Page 1.
"Bus Passengers Drop By 22,114; Increase In Cars May Be Responsible For Decline In Englewood-Littleton Line," January 7, 1949, Page 1.
"Council Grants Bus Line Permit," June 10, 1949, Page 1.
"Bussard Resumes Englewood-Littleton Tax Service Nov. 15," November 4, 1949, Page 1.
"25th Anniversary Of The Littleton/englewood Bus Line," May 18, 1951, Page 1.
"Bus Via S Fe Dr.," September 1954.
"Littleton Bus Travel Drops," January 1955.
"Bus Travel Lowest On Littleton Bus Since 1952," March 1957.
"Fewer People Use Littleton Buses As Years Go By," January 17, 1958, Page 1.
"Mass Transportation For The Denver Region; 14 Minutes To Downtown Denver," June 6, 1958, Page 4a.*
"Santa Fe Asks To Drop Passenger Trains Here," July 18, 1958, Page 1.
"Water Contracts Let For 100,000 People; Monorail Transit Proposed," January 19, 1962, Page 1.*
"Bussard Asks Subsidy To Run Littleton Bus Line; 25c Fare Is Suggested," August 10, 1962, Page 1.
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"Shopper Bus Halted," April 24, 1964, Page 1.
"Englewood-Littleton Bus Line May Halt; Cities May Pay Gas And Insurance," January 5, 1967, Page 1.*
"$2.50 Denver To Littleton And Back; Rio Grande Drops Passenger Trans After 96 Years," July 20, 1967, Page 6.

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""Ad - Veterans Fly At Government Expense Now! (Ad)
"," February 21, 1947, Page 2.
"O.K. Rubber Uses Plane For Trips," October 31, 1947, Page 1.*
"Ira Van Dreal's Abstract Shows 26 Airplanes Are Now Being Assessed In Arapahoe County," January 16, 1948, Page 5.
"Powell, Hoffman, Grant, And Schott Make Half-mile Runway For Planes; Two War Surplus Models Take Off And Land Mile South Of Benedict's Lake," March 5, 1948, Page 6.
"Scenes From A Littleton Private Airport," April 1954.
"It's Air Age For Local Men Who Use Private Planes For Business And Fun," October 1954.
"Airport And Light Industry Seen Southeast Of Littleton; Big Community To Be Served By Englewood's Water And Sewers," December 9, 1955, Page 1.*
"Helicopter Wants Us Permission To Serve Littleton Daily With Air Express," October 1956.
"Inter-county Planning Commission Suggest Airport Near Ohio Oil," July 1957.
"Airport For 200 Craft Planned 4 Miles Southwest Of Littleton; Barnone Will Vacate Land South Of Broadway Estates ," November 28, 1958, Page 1.*
"Private Airport To Be Ready In 10 Days At Site Southwest Of City, Powell Says," February 6, 1959, Page 1.
"Eight Planes Now Using Facilities At Columbine Airport Near Littleton"," June 12, 1959, Page 4.
"Developer Plans Heliport, Golf Course West Of River," November 23, 1962, Page 1.
"County Pays $3,000 For Appraisal Of Land For New $500,000 Airport," September 20, 1963, Page 1.
"Local Airport [Columbine, Located At 6700 S Kipling St] Lengthened To 4,000 Feet And Paved," November 15, 1963, Page 3a.
"Learn To Fly At Columbine Airport (Columbine Airport Ad)," June 4, 1965, Page 7.*
"County Will Construct Airport In Phases As Needs Arise," February 11, 1966, Page 1.
"Cherry Knolls Assn. Doubts Need Of A Airport," February 25, 1966, Page 1.*
"New Industry Main Reason For Airport East Of Valley Highway; Restless Audience At Grant Questions Need For Field," April 1, 1966, Page 1.
"Map Shows Site Of Arapahoe County Airport," April 29, 1966, Page 1.
"Christensen Says Airport Will Not Increase Taxes," May 13, 1966, Page 7.
"Planes To Fly Out Of Airport By Early Fall," May 18, 1967, Page Realty Section.

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"A Report To Our Telephone Customers In Colorado… (American Telephone And Telegraph Ad)," December 27, 1946, Page 7.*
"Littleton Telephones Near Double In Number During Six-year Period; Better Service To Englewood And Denver Is Promised This Fall With Extra Trunk Lines," February 14, 1947, Page 1.*
"Littleton Telephone Subscribers May Now Call Denver Without Toll Charge.," October 17, 1947, Page 1.
"More Switchboards For Littleton; $28,000 Is Being Spent On Exchange; More Trunk Lines To Denver And Englewood Will Yield Faster Telephone Service.," October 24, 1947, Page 6.
"Littleton Phones Won't Convert To Dial Very Soon; Englewood Equipment Now Being Installed To Be Ready In May," October 15, 1948, Page 3.
"Suburban Phones To Require Seven Pulls Of The Dial," October 22, 1948, Page 1.
"Phone Calls In Littleton Up From 3,400 To 9,500 Daily Since 1941; Local Exchange Doubles Customers And Operators In 3 1/2 Years, … (Photos)," March 4, 1949, Page 1.
"Littleton Has 2,016 Telephones, Number Has Doubled In 4.5 Years," January 20, 1950, Page 1.
"Local Calls Now Number 9,700 Daily, 27 Employees Serve 2,260 Subscribers," January 12, 1951, Page 1.
"Local Calls Now Number 9,700 Daily; 28 Employees Serve 2260 Subscribers," January 12, 1951, Page 1.
"Tel Operators Increase From 9 To 13," December 28, 1951, Page 4.
"Dial Telephones To Come To Littleton," March 1953.
"Logan Ave Building For Phones," April 1953.

"Dial Phone Here Will Use Pyramid As Number Prefix," September 1953.
"Temple Buell Plan For Littleton Dial Phone Building," September 1953.
"Phone Services Interrupted 2 Minutes As Dial Switchover Make In Littleton," November 1954.
"3,000 Littleton Customers Practice Dialing Number With Their Phones," November 1954.*
"Littleton Growing Too Fast! New Home Phones Banned," August 1955.
"Phone Salesmen Bring Complaints," November 1955.
"Phones Scarce In New Areas Around Littleton Till '56," December 1955.
"Littleton People Use Phone 24,000 Times Per Day," January 1956.
"No New Residence Phones Available Till Year's End," March 1956.
"Embargo Placed On Telephones Until October 1," August 1956.
"Telephone Co To Release 1,700 Numbers By Nov. 24; 200 New Ones Already Out," September 1956.
"A Big New Business For S Littleton [Se Corner Of Rapp Ave And Peabody St]," October 1956.
"1957 To See Phone Exchange Doubled In Size; 1,400 New Lines Ready Nov. 24," November 1956.
"Booming Littleton Required 1,810 Phones In 10 Months," November 22, 1957, Page 1.
"Littleton Folks Make 32,860 Telephone Calls Per Day," January 3, 1958, Page 1.*
"Littleton Phones Number 9,314," September 12, 1958, Page 1.
"Telephone Co. To Spend $277,600 For Martin Cable," October 24, 1958, Page 4a.
"Littleton Uses Telephone 46,465 Times Every Day," January 9, 1959, Page 4.
"17,360 Phones Used Here; PBX Boards Serving 3,395," October 7, 1960, Page 1a.
"109,500 Calls Made Daily Thru Littleton's Exchange," January 13, 1961, Page 6.
"Littleton Begins Installation For 2,600 New Phones," July 7, 1961, Page 6.
"New 'All-number' Telephone Dial System To Be Introduced Here This Summer," July 14, 1961, Page 8a.
"111,900 Calls Made Daily Through Pyramid Exchange," January 5, 1962, Page 6.
"The Cook's Best Friend Is Her Kitchen Phone (Mountain States Telephone Ad)," October 5, 1962, Page 7a.*
"Every Phone' In Littleton In Use," November 29, 1963, Page 1.

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"Building On Fringes Of Littleton Is Checked By Shortage Of Town Water; Councilmen Cannot Extent Mains Beyond Limits Until New Gallery Is Laid; Article Of Some Length Describing Water Situation In Littleton ," March 14, 1947, Page 1.
"Town To Liberalize Water Tap Policy," September 19, 1947, Page 1.
"Littleton Adds 72 Water Taps; New Well May Be Necessary Unless Gallery Can Be Freed Of Bacteria," December 5, 1947, Page 1.
"O.J. Ripple Suggests Two Steel Tanks At Gallup And Ridge For Town's Water; Littleton Can Give Woodlawn More Pressure And Greater Supply For $7,000," January 9, 1948, Page 1.
"This Means Better Water Pressure (Photo Heading) 75,000-gallon Tank Purchased By Town Council," March 25, 1949, Page 3.
"589 Suburban Water Wells Tested; 57% Found Contaminated By Sewage," April 22, 1949, Page 1.
"Water Tank Is Town's Skymark; Woodlawn And Windermere Homes To Get Better Water Pressure Shortly," October 21, 1949, Page 1.
"Town Hits Limit In Water Service; Larger Mains And Greater Sources Of Supply Are Needed," May 5, 1950, Page 1.
"New Well Doubles Littleton Supply," January 5, 1951, Page 6.
"1950 Was Driest Year Since 1944," January 5, 1951, Page 1.
"Book By Littleton Author To Arouse USA To Need Of Developing Its Water Resource," March 2, 1951, Page 3.
"Cloud Seeding," April 6, 1951, Page 1.
"Out Of Town Areas Seek Water," May 11, 1951, Page 1.
"Town Plans 600,000-gallon Tank On Ridge Rd To Supply New Homes," September 7, 1951, Page 1.
"Water Shortage Hits Ridge Rd Heights Homes In Midst Of Littleton's Record Heat Wave," June 1952.
"Littleton Has Enough Water For 2x Population," March 1953.
"Artisian Well Saves Parched Homes," June 1953.
"Shortage Of Water Rights And Storage Causes Council To Worry About New Homes," August 1953.
"Worst Drought In 34 Years Ruins Wheat, Alfalfa, Forces Cattle Sales," June 1954.
"Town Cracks Down On Subdividers With Water Commitments," August 1954.
"50% Moisture Shortage In '54," September 1954.
"Wheat Failing To Come Up Owing To Long Drought," November 1954.
"Littleton Seeks Moisture, Pledged To Cloud Seeding Program With Other Eastern Slope Communities," November 1954.
"Littleton Budget Jumps 76 Percent But Mill Levy Remains Same For 1955; Town To Spend As Much On Water Next Year As It Budgeted For All Purposes In 1954," December 1954.
"Englewood And Littleton ," February 1955.*
"Englewood Crosses Belleview With Water; Offers To Supply L.H.S.," June 1955.
"Town Plans For 2-million Gallon Tank On S Broadway And A Lake Near River," July 1955.
"Englewood Tries For West Slope Water By 1958; Denver Hopes For Blue In 1961; Home Building South Of Littleton May Be Slowed," January 1956.*
"Littleton, Englewood, Denver To Buy Water, Divide Territory; Town Board Authorizes Tri-City Trust Agreement," January 1, 1956.
"All Littleton Water Now Comes From River Wells," January 1956.
"Council Approves Higher Water And Sewer Rates And Increased Tap Fees; Town To Study All Applications For Water To Newly-developed Areas," December 1956.
"Here Are Water Boundaries Littleton Has Staked Out," December 1956.
"Water And Sewer Master Plan Says City May Someday Serve 81,000," March 1957.*
"Littleton To Pay 4.1% On Water Bonds To Enlarge System For 24,108 Population," April 1957.
"Water Pressure To Improve When Pumps And Lines In," July 1957.
"New Community Asks Littleton To Rent Water Rights; Get Option On New Plant ," September 1957.*
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"Town Prepares To Sell $150,000 In Bonds To Build Disposal Plant; $30,000 To Be General Obligation, Payable Through Mill Levy; Rest Of Securities To Be Paid By Buildings Connected To Sewer.," December 12, 1947, Page 1.
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"Randall Urges Tie Up With Englewood's Disposal Plan; Eurman Wants Survey," September 1957.
"Littleton, Englewood, And County Consider Study Of Dump Facilities," August 12, 1960, Page 6.
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"Neff Starts 45th Year On Job; Says Firm To Stop Selling Coal.," September 1954.
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"How You Get Power For Television, Toast And Toy Trains (Map)," December 10, 1965, Page 3a.

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"New L.H.S. Arch Selected," March 1954.
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"279 Students Added To Littleton Schools In Last 12 Mos.," May 1954.
"Sell Bonds For High School," July 1954.
"Three Classrooms Added In Littleton As School Enrollment Goes Over 2,000," August 1954.
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"Work Starts On $345,237 East School; Grade Building To Cost $12.36 Sf," December 1954.*
"Only 38 Pct Of Pupils Live In L; High School May Get Name Changed," January 1955.
"Negative Vote On 4-12 Will Wipe Out Cafeteria, Band Room, Class Wing," April 1955.
"L.H.S. Aerial Rendering," April 1955.
"Growing Resistance Shown To Bonds, But $525,000 School Issue OK's 517-376," April 1955.
"Ohio Oil Scholarships," May 1955.
"93 Ye Old Littleton School District Has Biggest Influx Of Kids In History," June 1955.
"School Board Engages D.U. To Make Long-range Plans," October 1955.*
"School District May Spend $3,500 For Acre Of Land," December 1955.
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"New Littleton High To Be Used First Time Sunday [Aerial Rendering And Caption On Dedication]," June 1956.
"School Census Is Up 22 1/2 %; 4,565 Children Of All Ages Counted; Boys As Usual Outnumbered Girls In Littleton Area," June 1956.
"Littleton Will Hike Faculty By 20 Teachers In Sept.," June 1956.
"No Split Sessions Set A Littleton But Elementary Students May Be Shuffled; High School Adds French, Art And Driver Education," August 1956.
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"Autos Endanger Youngsters At East Elementary School," September 1956.
"Four Heco Scholars Choose Different Colleges," September 1956.
"Big New Subdivisions Near Littleton Require $1,250,000 For Classrooms; Two Schools. 2 Additions Slated For Coming Year," September 1956.
"Taxpayers O.K. Bonds For More Elementary Schools," November 1956.
"School Board Needs Sites For Elementary Schools," January 1957.
"Important Role Of Junior High Seen In Development Of Early Adolescent," January 1957.
"Littleton's Newest School Is Already Too Small," January 1957.
"High School To Sponsor New Foreign Pupil In 1959 ," February 1957.
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"Littleton Plans School By Race Track; Kodeway Land Bought For $26,250.," February 1957.
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"School District 6 Buys Land Near West Belleview Ave," March 1957.
"Littleton Pays Highest School Tax Among 10 [Towns]," March 1957.
"Littleton Will Pay Beginning Teachers $21.11 Daily Or $3,800 For School Year," April 1957.
"Littleton Sets Top Pay For Faculty At $31.90; Needs 50 More Teachers; School Board To Build New Grade And Jr. High," May 1957.
"School Census Jumps By 28.3%; Littleton Area Has 5,932 Children; Gain In Tots Is 31.2%; East District Grows Fast," June 1957.
"Littleton School Census Is Up 800; Aurora Gains 754, L, 144," July 1957.
"Curriculum Office Moving To Craighead Home On Elm Rd., On New 36-acre Site," August 1957.
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"6 School Cafeterias Start Serving 1,900 Kids Daily," August 1957.
"Taxpayers To Vote Nov. 26 On Multi-million School Bonds," September 1957.
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1960, Page 1.
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"Littleton-Sheridan Create First Junior College District In Metro; Southwind Votes Against; All Other Sections Favor," May 7, 1965, Page 1.

"Our Junior College," May 14, 1965, Page 12.
"Washington Educator [Dr. Allan Crawfurd] To Be President Of New Junior College In L; Former D.U. Teacher Also Worked For U.S.I.A. In Iran," October 22, 1965, Page 1.
"West School Becomes Junior College Friday," July 1, 1966, Page 7a.
"Us Okays Littleton Urban Renewal," July 8, 1966, Page 1.*
"Fund Approval Next Goal In Urban Renewal Drive," July 15, 1966, Page 1a.*
"College Not Committed On Permanent Site," October 21, 1966, Page 1a.
"Sternberg To Prepare Master Plan For College," October 21, 1966, Page 4.
"Littleton Woman's Idea Led To College," November 18, 1966, Page 1.
"Proposed Arapahoe Junior College Site Would Include Park," November 25, 1966, Page 1.
"Enthusiastic Crowd Backs Downtown Site For College; Accord Urges Delay In Choosing Site," May 11, 1967, Page 1.
"Urban Renewal Plans Move On Schedule; Completion July 1970," May 18, 1967, Page Realty Section.
"State Agency Approves Site For Arapahoe Junior College," June 1, 1967, Page 6.

**Libraries**

"Sawicki Designs Littleton Library," November 23, 1951, Page 5.
"Books Purchased By Littleton Library (Regular Column)," March 21, 1958, Page 4a.
"Professional Librarian Starts Work In L," May 29, 1959, Page 5a.
"Mayor Asks Survey To See If Library Should Be Moved," May 29, 1959, Page 5a.
"Library Reading Program For Kiddies Opens Monday," June 3, 1960, Page 4a.
"Englewood Council Rejects County Library System Plan," August 5, 1960, Page 1.
"Littleton Woman To Start Library For Neighborhood," May 19, 1961, Page 1.
"Consultant Will Study Littleton Library Needs," June 2, 1961, Page 1a.
"Library Study Recommends New Building To Serve City's Needs For Next 20 Years," September 22, 1961, Page 2.
"County Library Plan Approved," September 22, 1961, Page 2.
"Furniture For Branch Library To Cost $6,996," February 16, 1962, Page 4a.
"Sternberg Contract, 'Friends Of Library' Approved By Council," April 26, 1963, Page 1.
"Library Use Increased 500% From 1959," July 19, 1963, Page 6a.
"City Honors Edwin Bemis By Giving Library His Name," August 23, 1963, Page 1.
"City Makes Plan For New Library; Bond Election Likely Before March 31; Location For New Building Has Not Been Selected," January 12, 1964, Page 1.
"Denver Expert Says Best Library Site Would Be Littleton Blvd. Near Broadway," February 28, 1964, Page 6.
"Beautiful And Spacious Public Library To Serve L," March 13, 1964, Page 6a.
"Voters O.K. New Library By Big Margin/ Construction Won't Start Until This Fall," April 3, 1964, Page 1.
"Citizens Protest Closing Of Cherry Crest Library," November 20, 1964, Page 1.
"New Home For Branch Library," January 22, 1965, Page 2.
"Public Invited To Tour Littleton's New $350,000 Library Sunday Afternoon," October 15, 1965, Page 1.
"Modern Media Centers Are More Than Just Libraries," December 28, 1967, Page 7a.

**Parks**

"Littleton's Main Street Park To Invite Visitors With Fireplaces, Tables, Shuffleboard, And Softball Field," February 27, 1948, Page 1.*
"Littleton's Sterne Park Will No Longer Be Cut In Half When This Sketch Is Adopted By Council," April 23, 1948, Page 6.*
"A More Beautiful Town Is Planned [Map Of Sterne Park]," August 20, 1948, Page 3.
"W.C. Sterne, Who Brought Electricity To Littleton In 1903, Succumbs At 78," December 3, 1948, Page 1.
"Chas. S. Sterne Sends $1,500 Gift To Town For Improvement Of Littleton's Public Park; Denver Man Says Father Expressed Desire To Continue Beautifying Recreational Spot.," January 7, 1949, Page 1.
"County To Study Roadside Parks For Tourist Use," February 1952.
"Ed Cartoon Of Lagoon N Of Littleton Library Now & What Could Be," April 1952.
"Pesman Says Restoring Library Lagoon Cheaper," September 1952.*
"Pesman Says Restoring Library Lagoon To Beauty Spot Is Cheaper Than Filling," September 12, 1952, Page 2.*
"Pesman Says Restoring Library Lagoon To Beauty Spot Is Cheaper Than Filling.," September 12, 1952, Page 2.
"$250,000 Park Is Planned On 45 Acres; To Benefit Families East Of Littleton; Recreation Site To Service Brookridge Heights, Broadmoor, Crestview And Woodlawn Subdivisions," June 1955.
"A Park East Of Town," July 8, 1955, Page 4.*
"Park District East Of Littleton Okayed; Three Big Parcels Excluded By Request," August 1955.
"Area East Of Town To Vote On Park Bonds," September 1, 1955.
"East Park Bond Issue Rejected," October 1955.
"Future Of Fort Logan In Doubt," October 1955.
"Park District East Of Littleton To Start With $2,000 Tax In 1956," October 1955.
"Park District Offered Seven Acres On Little Creek," June 1956.
"Broadmoor-Brookridge-Woodlawn Vote On $200,000 Park Bonds Aug. 29; Four Sites Are Picked For Recreational Development," August 1956.
"Where Five Rural Parks Are Located (Map)," August 10, 1956, Page 1.*
"Area East Of Littleton Votes Bonds By 340-229; Money To Buy 5 Parks," August 1956.
"Plans Are Being Drawn For Parks," September 1956.
"15-Acre Park Near South School Is Bought From Gallup Fro $60,000; Ice Skating Point Being Built At 70000 S Broadway On William Hill Land," November 1956.
"Rio Grande Park Was Dump Until Council Acted In 1895," November 15, 1957, Page 8.
"4 Sites Suggested For Small Parks," February 7, 1958, Page 4.
"Wayside Parks Will Be Started Soon, George Kelly Says," March 28, 1958, Page 1.
"Creek Beds Can Help Provide Area With Green Belt," May 23, 1958, Page 4a.*
"Shall We Limit The Size Of Our Cities?," May 23, 1958, Page 4a.*
"Senators And Congressman Make G.S.A. Back Down On Fort. Logan Park; Arapahoe Must Act Fast To Get Site At Half Price," August 7, 1959, Page 1.
"New Park Along Lee Gulch Proposed On Kettle Land," August 14, 1959, Page 3a.
"Petitions Ready For $1 Million Park At Fort Logan," August 21, 1959, Page 4.
" Fort. Logan Bonds Defeated; Park District Still Lives," December 4, 1959, Page 1.
"Gallup Lake To Become Recreation Area Before Long," February 12, 1960, Page 2.
"9 1/2 Acres Park Deeded To City," July 8, 1960, Page 1a.
"South Suburban District Sets 3 Mills For Parks," October 7, 1960, Page 5.
"Schools To Cooperate With South Suburban On Parks," November 25, 1960, Page 1.
"Citizens Plan Beautification Program For Santa Fe Drive Eyesore Areas," January 20, 1961, Page 7a.*
"Suit-plagued Park District Schedules Meeting Here," May 5, 1961,

Page 4.*
"Major Battle Shapes Up For Vote At Suburban Park Election," June 2, 1961, Page 1.
"South Suburban Park District To Cut Levy In Half; Faces Election," September 29, 1961, Page 1.
"Platte's Floor Plain Urged For South Suburban Park," October 20, 1961, Page 1.
"Planners Start On Lee Gulch As 18-acres Park," October 20, 1961, Page 4.
"S Suburban May Buy Land For Eight Parks," December 15, 1961, Page 1.
"What 'South Suburban' Is Planning For Recreation," January 5, 1962, Page 6.*
"City Asks South Suburban To Develop Sterne Park," February 16, 1962, Page 6.
"Englewood Starts Petitions To Kill Recreation District," March 2, 1962, Page 1.
"Old River Bottom North Of Library Will Become Park After 23 Years," June 15, 1962, Page 4.*
"Look How Sterne Park Is Changing!"," October 5, 1962, Page 2.*
"Council Okays Use Of Gallup Reservoir Site As Public Park," March 1, 1963, Page 1.
"Ketring Park Slated For Formal Opening May 25," May 10, 1963, Page 1.
"South Suburban Proposed Plan To Release Englewood," December 13, 1963, Page 1.
"South Suburban Board Bows To Threat And Gives Englewood Total Exclusion," May 29, 1964, Page 1.
"How S Suburban's Largest Park Will Look At S University [De Koevend Park]," December 10, 1965, Page 5a.
"Proposed Federal Program Could Aid Work On Platte," February 4, 1966, Page 5.
"Fair Assn. Will Not Extend Park District Land Lease," February 25, 1966, Page 1.*
"Option Of Roxborough Park To New Yorkers In Doubt," October 21, 1966, Page 1.
"Littleton Native Gets Job To Beautify Platte River," November 18, 1966, Page 1.*
"City To Ask For [Federal Open Space Land Grant] For Ketring Park Purchase," December 23, 1966, Page 1.
"Gulch South Of Ridge Road May Be First Green Belt," January 12, 1967, Page 8.
"City Will Pay Arapahoe Park District Debt In Trade For 4 Developed Parks," March 16, 1967, Page 1.
"Bel-vue Civic Assn. Develops Lee Gulch For First Project," July 20, 1967, Page 5a.
"City Buys Vernon Ketring's 32-acres Park And Big Lake," August 17, 1967, Page 1.

**From Main Street To Shopping Mall**
"Obsolescence - The Keynote Of A New Prosperity." *Design For Business*. By J. Gordon Lippincott. New York: Paul Theobald, 1947. 16.
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**Littleton Retail Prior To 1949**
**Commercial Growth 1949 To 1967**
**Main Street**
""Town Board Of Littleton Votes For Parking Meters On Main Street Dual Company Agrees To Let Community Try Out Devices For Six Months"," March 14, 1947, Page 1.
"140 Parking Meters Ordered For Town," March 21, 1947, Page 2.
"Merchants Holding Parking Meter Vote," March 28, 1947, Page 1.
""Vote Can't Stop Parking Meters Mayor Declares Contract For Six Months Already Signed By Town"," April 4, 1947, Page 1.
" Meters In Littleton ," April 14, 1947, Page 1.
"Littleton Parking Meters Have Come But Some Merchants Continue Fight," May 9, 1947, Page 1.
"Parking Meters Being Installed; None Will Be Erected In Front Of Post Office," June 6, 1947, Page 1.
"Publication Of Ordinance "Parking Meter Law"," June 6, 1947, Page 8.
"A Decision On Parking Meters," September 19, 1947, Page 4.
"Parking Meters Are Beaten 2 To 1; Malcolm Defeats Babcock For Mayor," April 9, 1948, Page 1.
"Meters Taken Out After Year's Trial," May 21, 1948, Page 1.
"Two-hour Parking Zones Are Voted," September 10, 1948, Page 1.
"Our Worst Traffic Hazard [East Main At The Rio Grande Tracks]," November 26, 1948, Page 4.
"Arapahoe County Is Adding Autos At 100 A Month," January 28, 1949, Page 7.
"Car Population In County Up 1,299 During First Quarter Of '49 Over 1948," April 8, 1949, Page 3.
"Local Stores Get Perma-stone Front," June 17, 1949, Page 4.
"Littleton Autos Now Total 1,351; Gain In Motor Vehicle Poses Parking Problem On Main St," September 2, 1949, Page 2.
"County's Cars Require 800 Blocks For Parking, Using 2 Sides Of Street," January 27, 1950, Page 1.
"Some Planning Is Needed ," January 12, 1951, Page 4.*
"Littleton Urged To Retain Color Of Western Town," February 16, 1951, Page 1.
"Main Street, Littleton's 'Show Window' Displays Great Variety Of Businesses; Some Interesting Facts Revealed Concerning Business District," June 22, 1951, Page 1.*
"Where Are They Going To Park The Cars? A Adds 10,678 Autos In 2 Years; 110 Littleton Main Streets Would Be Needed To Accommodate Just The Extra Cars And Trucks," July 1953.
"Littleton Has 1,050 Homes And 1.984 Motor Cars," July 1954.
"Downtown Parking Lot Planned Along Alley Between Prince And Nevada Aves.," April 1955.
"153 Miles Of Curb Space Are Needed To Park Arapahoe's 40,473 Vehicles," May 1955.
"Famous Woman [Jane Silverstein Ries] Gives Her Impressions Of Downtown," February 2, 1962, Page 1.*
"23 Firms Pledge $21,150 To Place College Downtown," November 12, 1965, Page 1.*
"Thrift Store Moves To 2579 W. Main," February 25, 1966, Page 1.*

**Woodlawn Shopping Center**
"Santa Arrives By Train," November 1, 1949, Page 1.
"Woodlawn To Have Safeway At Old Ashbaugh Property On Littleton Blvd. At Cedar Ave. Largest Of 11 Stores, Work Begins In Spring," October 1, 1952.
"Woodlawn Shopping Center Closing Deal For Safeway Four Times Bigger Than Present Store; 3 1/2-year Search For Supermarket Site Is Near End. Construction May Start In Spring," October 16, 1953, Page 1.*
"Safeway To Break Ground At Woodlawn," April 1954.
"More Stores To Go In Woodlawn," May 1954.
"Safeway To Start Unit Next Month At Woodlawn; 29 Other Stores Planned; Dime Store, Dry Goods Firm, And Republic Drug May Sign For Space," November 12, 1954, Page 5.*
"How Littleton's New Safeway Will Look Next June," November 1954.*
"Town Holds Out For Annexing Woodlawn Shopping Center Before Granting Water; 24 Business Unites Planned In Addition To Big Safeway Super Market," December 10, 1954, Page 1.*
"Woodlawn Shopping Center Gives Reasons For Resisting Annexation! (Ad)," December 17, 1954.*
"Woodlawn Shopping Center Designed To Keep Trade In This Area (Ad)," December 17, 1954.*
"New Safeway Super Market In Woodlawn To Be Annexed To

Town; Joins On North; Letter Of Request Comes Promptly After Board Denies Water For Shopping Center," December 24, 1954, Page 1.*
"Woodlawn Shop Center To Building 800-seat Movie House," January 1955.
"Woolworth Of New York OK's Lease For Store In Woodlawn," January 1955.
"Fetterhoff Opens Safeway At Woodlawn; Sees Marvelous Changes In New Market; 162 Cars Can Park Near Big Store; Will Have Hostess To Help Shoppers," August 26, 1955.*
"Safeway Swamped By Opening Crowds," August 1955.
"Woodlawn Business Block Going Up North Of Big Shopping Center," October 1955.
"Ministers Start Campaign To Halt Sale Of Hard Liquor In Woodlawn Shop Center; Republic Drug Store Hearing Set Before Commissioners Dec. 19," December 1955.
"Decision Expected Next Week On Liquor Permit For Drug Store At Woodlawn; Some 90 People Attend Public Hearing With Opposition In Big Majority," December 1955.
"Carolyn Ashbaugh Tells County Commissioners Denial Of Liquor License Would Favor Monopoly Of Merchants On Main Street; Declares Ministers Should Keep Out Of Courthouse Hearings," December 30, 1955, Page 1.*
"Eleven More Stores Ready Next Month In Woodlawn; Center Adds 7 1/2 Acres," March 1956.
"Lazy Susan Imports Man Unusual Cheeses, Foods [Includes Truffles]," May 1956.
"J.C. Penney Co. To Open Modern Store In August; New Location Will Occupy 16,000 Sf Of Merchandising Space," May 1956.
"Woodlawn Stores Plan Grand Opening Saturday," May 11956.
"J.C. Penney To Open Store In Woodlawn On Sept 6," August 1956.
"Merchant Of Week: Safeway Woodlawn," September 1956.
"Liquor License Hearing Slated For Woodlawn Shopping Center Unit," February 1957.
"Safeway To Add 7,500 Square Feet To New Store In Woodlawn Shopping Center," March 29, 1957, Page 1.*
"Quelland Asks Council About Buying License [Transferring A Liquor License From Main Street To Woodlawn]," April 1957.
"Liquor License For Woodlawn Center Denied By Unanimous Council Vote; Statute Says No One Can Apply Again For Two Years.," April 957.
"Main St Liquor Requests Move To Woodlawn Center," May 1957.
"Mayor Breaks Council Deadlock Twice To Approve Two Liquor Applications; Main St Liquors Will Move To Woodlawn Center; Country Kitchen License Gives City 18 Outlets," June 1957.
"Woodlawn Missile 54 Feet High (Photo Of Signage)," June 28, 1957, Page 1.*
"Mrs. Wayne Smyth Charms Safeway Shoppers With Cooking Aids And Menus' Safeway's Reply To Your Food Problems," August 1957.
"Woodlawn Shopping Center Ad -- Photo Shows Massive Almost Empty Parking Lot In Foreground," November 8, 1957, Page 4.
"Some Of The Shopping Conveniences Of This Newly-enlarged Safeway (Ad)," November 15, 1957, Page 4.
"Planning A Bigger And Better Year," February 7, 1958, Page 1.*
"Woodlawn [Shopping Center] Sets Halloween Costume Parade, Contest," October 24, 1958, Page 1.
"Stage Rides, Gunslinging To Mark Woodlawn Event," May 29, 1959, Page 1.
"Shopping Center [Woodlawn] Enlarges 4 Stores," June 5, 1959, Page 1.
"Woodlawn 'School's Out Celebration Featured Western Fun This Weekend," June 5, 1959, Page 1.
"Woodlawn Stores To Give Four Cars Away This Weekend," August 21, 1959, Page 1.
"Woodlawn Shop Center To Be Expanded West To S. Gallup Av.," February 12, 1960, Page 4.
"Santa Due By Helicopter At Woodlawn Saturday," December 9, 1960, Page 1.
"Big 'O' Tires Proudly Presents Mohawk Tires (Ad)," October 26, 1962, Page 6.*
"Halloween Costume Parade (Woodlawn Shopping Center Ad)," October 26, 1962, Page 4a.
"Work Starts On Safeway's New Woodlawn Store," November 14, 1966, Page 1a.*
"Not A War At Woodlawn -- Just Progress," March 30, 1967, Page 6a.

**Main Street After Woodlawn**

Toto, Christian. "Old Town Littleton A Magnet In Any Market." *The Denver Post* 29 June 2008: 3k.
"New Fashion Set By Perma-stone," August 26, 1949, Page 1.*
"County Trade Up 359%; Arapahoe Now Has 92 Food Stores, 69 Filling Stations, 65 Motels," April 14, 1950, Page 1.
"Main St Should Be Closed To Traffic And Made Into A Park-like Shopping Center According To Plans On Display This Friday," January 26, 1951, Page 1.
"Littleton Retail Sales Now Average $100,000 Week, Say Researchers ," June 1, 1951, Page 1.
"Littleton Retail Sales Up 36% In Two Years (Partially Inflation)," March 1952.
"Littleton Retail Sales Are 3.2 Times Those Of 1946, 1954 Figure Is $7,766,000 University Study Shows; Only 3 Counties Surpass A In Trade, C.U. Finds; With Less Population, This County Has 33% More Retail Sales Than Jefferson," March 1955.
"Fate Of Safeway And Penney's Main St Buildings In Doubt [When They Move To Woodlawn]," June 1955.
"Property Owners Asked To Join Tenants In Saving Main St As Shopping Area," July 1955.
"Fifteen Men In Your Future," July 8, 1955, Page 4.*
"Realty Man Suggests Attractive Main St. To Draw Shoppers To Littleton," July 8, 1955, Page 1.*
"Planner Says Littleton Can Be Unique Shopping Area," August 1955.
"Gigantic Downtown Littleton Project To Cost Average Building $25 Monthly; Community Planner Declares Trade Will Double For Main Street Merchants," August 26, 1955, Page 1.*
"Ideas For Saving Downtown Littleton As Shopping Center," September 1955.*
"No Tenants Yet For Safeway Or Penney Buildings," December 1955.
"No Potbellied Stove Left On Main St As Natural Gas Supersedes Coal.," December 1955.
"Littleton Retail Sales Average $26,200 A Day; Volume Exceeds Most Of State's 63 Counties; Food Stores, Cafes And Liquor Spots, And Lumber-hardware Firms Are In Lead," December 1955.
"Mike Fee And Associates Will Open Food Market On Main St In January ," January 1956.
"Chamber Of Commerce Suggest Town Turn Rio Grande Park Into 300-car Lot," June 1956.
"Main St. Property Owners Favor Shed Roofs," March 8, 1957, Page 1.*
"Ward's Catalog Store Will Open Thursday, May 2," April 1957.
"New Column "Commerce Comment"," July 1957.
"Main Street Needs Automobiles Rerouted And Landscaping Added, Says Architect; Open-air Theatre, Fountains Are Urged For Downtown By Marlow," August 30, 1957, Page 1b.*
"Post Buildings To Be Permastone And Redwood," December 6, 1957, Page 1.*
"Main St. Would Become Pleasant Place To Shop Under Marlow Plan," April 4, 1958, Page 7.*
"Urban Renewal Possible Here, Marlow Declares," May 15, 1959, Page 5a.
"Moore Is Planning 47-car Parking Lot In Rio Grande Park ," April 15, 1960, Page 1.
"Chamber, Merchants Assn. To Study Plans For Downtown Modernization; S.B.A. Might Provide Loans For Property Improvements," January 18, 1963, Page 1.*
"Littleton Project 66, Inc., Development Corporation, Stock Set At

$10 Per Share," May 3, 1963, Page 1.*
"Council Okays Project 66 Plans For Federal Grant," July 5, 1963, Page 1.
"Selfishness Brings Profit In Renewal Job," October 4, 1963, Page 6.*
"Littleton To Remove 'Scramble' Light At Two Intersections On Main Street; State Proposes 'No Parking,' One-way Streets Downtown," November 15, 1963, Page 1.
"Project 66 Okays Start Of Study On Downtown Area," January 12, 1964, Page 1.
"Project 66 Report: Quick Action Needed To Preserve Downtown Area," July 24, 1964, Page 1.*
"Only 43% Of Parking Used Downtown On Busiest Day; Survey Shows Ample Room For Shopper's Cars," August 19, 1966, Page 3-3.
"This Is How Traffic Will Flow In Downtown Littleton Next Spring," December 2, 1966, Page 5a.*
"Main St. Comes Alive," March 16, 1967, Page 2a.
"How Main St. Might Look With Walkways And Trees; Downtown Petitions Due Tuesday," March 16, 1967, Page 1.*
"Downtown Merchants 'Sound Off' On Improvement Plan," March 30, 1967, Page 1.*
"First Big Step Is Taken On Downtown Improvement," June 8, 1967, Page 1.*
"Preliminary Project '66 Proposal Takes Long Range Look At Downtown Littleton; Traffic, Parking, Business," July 13, 1967, Page 1.*
"Concrete 'Pods' Weighing 4 Tons Now On Main St," November 2, 1967, Page 1.
"Downtown Plans More Parking; Can You Visualize The Downtown Of Tomorrow," December 16, 1967, Page 6a.*
"Heaton Urges Junior College For Downtown Where Idea For Institution Was Originated," October 25, 1969, Page 1.*

**Other Shopping Centers**

"Ashbaugh Land Sold To Gray For Shopping Center," May 9, 1952, Page 1.*
"Lazy Susan Shop Will Have Grand Opening Saturday," December 1955.
"Meadowbrook Valley Tells Shopping Center Plans [6700 S Broadway]," March 1956.
"Consumer Credit Vital To Prosperity, Says Clarke," January 1957.
"Murchisons Of Texas May Construct Shopping Center Near Broadmoor; Men Who Put Up Denver Club Building. Show Interest If Zoning OK'd," March 29, 1957.*
"King Soopers Plans Giant Market Near Littleton High In New Shopping Center," July 1957.
"Brookridge Shop Center To Be Enlarged This Winter," September 1957.
"Brookridge Center Additional Begun; Variety Store To Go To Chicago Firm," November 1, 1957, Page 1a.*
"County Approves Shopping Center For Centennial Acres On Belleview; No Opposition Appears; Residents Urge Rezoning ," November 15, 1957, Page 1.*
"Council Turns Down Plea Of Broadmoor Shop Center," November 22, 1957, Page 6.*
"Retail Sales In Littleton Jumped 63% In Six Years," December 27, 1957, Page 1.*
"Drobnick Plans Shop Center At S. Broadway And Ridge," March 21, 1958, Page 1.*
"Here's View Of New Shopping Center," April 11, 1958, Page 4.*
"Here Are Sites Of Proposed New Shopping Centers," May 2, 1958, Page 1.*
"Furr Foods And Bowling Alley Sign For Wagenblast Center; Two-level Building May Be Outside Littleton Limits," June 13, 1958, Page 1.*
"Work Starts On Two-level Littleton Square Shopping Center; New Center To Include Furr Foods, 27 Other Stores," December 12, 1958, Page 1.*
"Planners Approve Shopping Center For Quelland Property On Boulevard," May 15, 1959, Page 1a.*
"Council Approves Meadowbrook Center After 2-1/2 Hour Trial-like Hearing," September 4, 1959, Page 1.*
"Timetable For Littleton Area Shoppers; Super-markets And Many Stores Slated For School District," November 27, 1959, Page 1.
"Housewife Convenience Dictates Shelving At New Miller's Broadway Estates Store; New Supermarket Opened Here At 8:30 Wednesday," April 15, 1960, Page 8a.*
"Broadway Estates Center Is Now Officially Open," April 15, 1960, Page 3a.*
"Boat Show, Free Coffee Offered At Brookridge," June 17, 1960, Page 1.
"Loveland's Mall," July 1, 1960, Page 2a.*
"You'll Pay 4%. The Sales Tax Amendment Is Going To Be On The Nov. 8 Ballot. (Recommends Against, Will Drive Shoppers To Douglas County)," September 2, 1960, Page 2a.
"Sel-Low Stores To Build Big Outlet On S. Santa Fe," March 3, 1961, Page 1.
"Littleton Retail Sales In 1960 Passed $45 Million," April 7, 1961, Page 5b.
"Old Cars, Touring Bank To Appear Saturday, May 27," May 19, 1961, Page 1.
"Prominent Littletonites Open S&H Center," May 26, 1961, Page 7.
"Myron Emrich Starts Work On GEM Store This Week," June 16, 1961, Page 2a.
"Leasing Underway For $2.5 Million Shopping Center," June 16, 1961, Page 3a.
"Woodlawn Shops To Open With Fanfare On Saturday," July 21, 1961, Page 1.
"Four Local Shopping Centers Oppose 4% Sales Tax Law," September 1, 1961, Page 1.
"Gem Opens Second Store Today On South Broadway," October 13, 1961, Page 5.
"Did You Know… That The Littleton Area Has 7 Conveniently Located Shopping Centers? (Ad) ," February 16, 1962, Page 2.*
"Littleton Merchants Receive Instructions For Collection Of Littleton's Sales Tax," February 16, 1962, Page 1.
"80-acre Service Center At Southglenn Being Proposed," February 23, 1962, Page 1.*
"Littleton Merchants Fight City's Tax Of 1% On Sales," February 23, 1962, Page 6.*
"Council Permits Food Stores To Absorb 1% City Sales Tax," March 9, 1962, Page 1.
"Merchants Passing Petition To Kill Sales Tax By Vote," March 30, 1962, Page 1.
"Low Shopping Center Taxes Kill Downtown, Says Little," July 26, 1963, Page 1.
"Preliminary Plans In For Southglenn Shopping Center," August 2, 1963, Page 6a.
"Orchard Plaza To Open In March; Millers At New Complex May Set National Trend," January 12, 1964, Page 1.
"Rendering, Caption King Soopers' Million-dollar Center To Be Ready By June," February 7, 1964, Page 6.
"A Retail Sales Up 82% In 5 Years As Littleton Merchants Gain 182%," February 26, 1965, Page 3b.
"Littleton-Englewood To Have K-mart," October 1, 1965, Page 1.
"Bankamericard Is Coming To The Englewood-Littleton Area (First National Bank Of Englewood Ad)," March 16, 1967, Page 1a.*
"Mr. Merchant: Starting April 24 Many Of Your Best Customers Will Be Looking For This Sign In Your Window! (Ad)," March 30, 1967, Page 7a.
""New Englewood Mall Will Be Biggest Center" (Photo)," May 18, 1967, Page Realty Section.

**Other Commercial Districts**

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"Auto Courts Fear Valley Highway Will Divert Cars," May 14, 1947, Page 1.
"6,000 Pack County Fair At Great Daytime Show… And Many Other Articles," August 29, 1947, Page 1.

"The Arapahoe County Fair," August 29, 1947, Page 4.
"Commercial Zone Sought On U.S. 85; Development On West Side Might Endanger Water Galleries, Council Fears.," September 5, 1947, Page 1.
"Watrous Studies Aerial Maps With Idea Of Building 4-lane Road South; Denver's Valley Highway Will Connect With U.S. 85-87 If Plan Is Approved," September 5, 1947, Page 1.
"D.F. Scott Builds Motel On Santa Fe," October 24, 1947, Page 6.
"Watrous Declares Commercial Zone On U.S. 85 In Littleton Will Hurt Value Of Arterial Highway; Denies That State Has Changed Its Attitude On Cluttering Up Main Roads. ," October 24, 1947, Page 1.
"Too Many Highway Signs," October 24, 1947, Page 4.
"Town Board Votes 5 To 1 To Allow Signs, Dance Halls, Hot-dog Stands To Clutter Scenic 4-lane Highway; Councilman Gerety Raised Lone Voice To Preserve Beauty Of Road Overlooking Valley.," November 7, 1947, Page 3.
"Rudolph Cruz Buys Deluxe Auto Court," January 16, 1948, Page 1.
"Main St. Liquor's Sign Made Here," March 5, 1948, Page 1.
"South Platte Floods May Cost Government $49 Million To Check; Chatfield Dam Is Main Feature Of Army Engineers' Plan," May 14, 1948, Page 3.
"It's Littleton Day At Arapahoe County Fair; Airplanes And Colorful Parade To Open Celebration Featuring Rodeo," August 20, 1948, Page 1.
"Dell Scott Sells 7-unit Motel To Wisconsin Man," August 20, 1948, Page 1.
"Pari-mutuel Betting Approval To Give Six Days Of Horse Racing To Littleton During August," November 12, 1948, Page 1.
"Wealthy Men Tell Racing Commission They'll Put $2,500,000 In Littleton; Extra Land Around County Fair Grounds Under Option In Case Franchise Secured," February 18, 1949, Page 1.
"How Racing Will Affect Littleton," May 20, 1949, Page 4.
"Ground Is Broken For Race Track," May 27, 1949, Page 1.
"Littleton Families Alerted As Platte River Rises," June 17, 1949, Page 1.
"Architect's Conception Of New Race Track And Grounds Northwest Of Littleton," June 24, 1949, Page 1.*
"Full Details On Operation Of Race Track Revealed In Prospectus Of Centennial Club," June 24, 1949, Page 1.
"Santa Fe Firms Find Billboards Offend Tourists; Automobile Dealers Decide To Take Them Off Highway," July 23, 1949, Page 8.
"How Centennial Park At Littleton Will Appear Next June," July 29, 1949, Page 2.*
"Million-dollar Grandstand For Turf Club Begun," November 11, 1949, Page 1.
"Town Land Bid: $50,000; Company Asks 99-year Use Of Old Sewer Plant Site And Littleton Dump Grounds," November 25, 1949, Page 1.
"Town To Handle Race Track Sewage For $6,000 Down And $2,900 A Year," December 23, 1949, Page 6.
"Town Sells Us 85 Land; Norling & Brown Bid May Bring Littleton $200,000 In 99 Years," January 20, 1950, Page 1.
"The Old Sewer Plant Site May Look Like This In 1952," January 27, 1950, Page 1.*
"Cafeteria For 120 Being Built Near Sign At Turf Club," February 24, 1950, Page 1.
"$20,000 Race On 8.26 To Draw Finest Horses To Centennial Race Track," April 14, 1950, Page 1.
Reclamation Bureau Wants Chatfield Dam To Store Irrigation Water As Well As Halt Floods," April 28, 1950, Page 1.
"Quelland Will Rush Motel Construction Near Belleview Ave," May 5, 1950, Page 1.
"Norling Will Rush Café At Belleview; Numerous Rats At Old Dump Create Commercial Problem -- Must Poison 10,000 Rats First, Then Will Erect Café And Motel On Dump Grounds.," May 12, 1950, Page 1.
"Santa Fe Sees Many Changes As New Race Track Spurs Activity; $80,000 Two-story Motel Planned In Town Limits ;quelland Is Starting 100-seat Café," June 2, 1950, Page 1.*
"First Major Thoroughbred Races In 35 Years Will Open At Littleton On Tuesday Afternoon, July 4th," June 23, 1950, Page 1.*
Turf Club Opens Season Here Tuesday; 'Littleton Day' To Be Wednesday, July 5," June 30, 1950, Page 1.
"850 Horses Now Here For Racing - Overflow Kept At Arapahoe County Fairgrounds," July 14, 1950, Page 1.
"Centennial Names Buell Secretary; Turf Club Must Delay Construction Because Of Defense Effort [Korean[," December 8, 1950, Page 1.
"Chatfield Dam Is In Distant Future ," January 5, 1951, Page 1.
"Quelland To Ready Motel, Cafe, Pool Before Races Open," February 9, 1951, Page 1.
French Restaurateur Will Add To Town's Fame As Fine Food Center; Carroll Quelland's Longhorn Lodge Café And Bar Leased To Gunnison Couple Who Have Secured Marcel Lamaze For Cuisine," May 25, 1951, Page 1.
"Crowley Brothers Moving Carnation Business To Littleton; Erect Hugh Greenhouses," July 20, 1951, Page 1.
"Gene Cervi, Investigating Newsman, Tells About His Littleton Find," July 27, 1951, Page 6.
"Bob Hope Dines In Littleton," August 3, 1951, Page 1.*
"Tolan Enters 100-mile Auto Race Slated For Centennial Sept. 23; Indianapolis Drivers And Cars To Perform At Littleton," September 14, 1951, Page 1.
"Ralph Moody's 'Man Of The Family' Is Out Today; Volume About Littleton To Make Town Famous," November 2, 1951, Page 1.
"New Café On S Fe," April 1952.
"White Spot Leases 85 & Prince Prop," April 1952.
"Race Season Opens 'Littleton Day,'" June 1953.
"Stock Cars And Hot Rods At Centennial," September 1953.
"Ralph Moody [Little Britches] To Be Honored At Fair," November 1953.
"Dairy Queen May Go On Old Dump Site," June 1954.
"Congress May Give Army Cash To Plan Chatfield," July 1954.
"Littleton Public Opinion Will Guide U.S. Engineers On Chatfield Project," July 30, 1954, Page 7.*
"Chatfield Dam At Least Six Years Off; Lake Hinges On Water From West Slope; Plan Draws Protests From Group Of Property Owners Whose Homes Are On Site," September 17, 1954.*
"Pierre Of The Patio Willing To Share His Collection Of Continental Recipes," November 1954.
"Santa Anita And Patio Plan Gay Parties [New Years]," December 1954.
"Horse And Dog Racing Has Top Season In Its 7-year History In Colorado; Centennial Track At Littleton Draws Over 274,000 Patrons During 50 Days," December 1955.
"Two Kinds Of Cafes Seen In Future; Fast And The Slow," December 955.
"Liberace Coming To Littleton For Concert In July [Centennial Park]," March 1956.
"Residents Near New High School Moved To Safety As Flood Fills Dry Creek; Windermere Hit Worse By Monday's Rainstorm," August 1956.
"Littleton Not Hurt By Flood," August 1956.
"Council Approves Advertising Signs For S Santa Fe Dr. And Hazard Road," November 1956.
"C Of C And Residents Berate Littleton Council For Billboards; Public Hearing To Be Set For New Sign Ordinance," December 1956.
"Famous Chef Char-broils Succulent Steaks In Sirloin Room At Santa Anita; 'John' Johnson Recalls Cooking For President, Hollywood Stars," March 1957.
"Advertising Signs Vetoed 5 To 1 Over Protests Of Firm's [General Outdoor Advertising] Lawyer Gross," May 1957.
"Audie Murphy Here To See Horses Run," June 1957.
"Here Are The Youngsters Who Will Vie In Little Britches Rodeo, Aug 15-17," August 1957.
"Walt Disney To Film Little Britches Rodeo," August 1957.
"Flood Control Advocates Urge Dam In Platte Canyon," November 8, 1957, Page 3a.

"Centennial Club Now Has Surplus After Wiping Out Deficit Of Early Years," November 22, 1957, Page 1.
"Flood Damage West Of Littleton Seen By Planner," February 7, 1958, Page 3.
"Littleton To Host 67 Boys And Girls For Little Britches Rodeo," August 13-16," August 8, 1958, Page 3a.
"Three-story Motor Motel Set For Santa Fe And Hazard Rd.; Will Contain Over 50 Units And Swimming Pool," October 24, 1958, Page 1.
"Deluxe Motor Hotel Underway On Santa Fe," November 14, 1958, Page 1.*
"Centennial Race Track To Help Boost Rush To Rockies At 50-day Summer Meet," December 19, 1958, Page 1.
"Littleton's Proposed Motor Hotel At 6555 S. Santa Fe Dr..," April 17, 1959, Page 1.*
"Indians, Tepee Ready For Triangle Dedication," June 26, 1959, Page 6.*
"New Brookridge Restaurant," July 17, 1959, Page 1.*
"Centennial [Track] Has Quarters For 300; Bigger Than Largest Colorado Motel," July 31, 1959, Page 3a.
"Fair Attendance To Hit 70,000; Highlight Is Junior Rodeo Finals," August 7, 1959, Page 1.
"Little Britches Rodeo, August 12-14, To Host 590 Kids From 22 States," August 7, 1959, Page 1.
"Here Is Proposed Hotel For Littleton Blvd.; $750,000 Restaurant, Hotel Set For Boulevard," October 9, 1959, Page 2.*
"Pierre Wolfe Leaves Patio To Go The Normandy At 4900 E. Colfax (Ad)," January 2, 1960, Page 7.
"Leonard Roy's Essex House To Be Ready I May," February 12, 1960, Page 1.
"How Littleton Lumber Office Will Look," April 15, 1960, Page 2.*
"Milwaukee Family Chosen As Tourists Of The Week," August 19, 1960, Page 3.
"Curtice Residents Object To Motel's Electric Sign," September 9, 1960, Page 7.
"Littletonites Invited To Tour, Swim As Essex House Motor Hotel Opens," September 16, 1960, Page 2.*
"Centennial Track May Build Links For Public Golf," September 23, 1960, Page 5.
"Ad (Opening Oct. 7/Denver's Newest Theater-restaurant/the Mark Howard Playhouse/patio Restaurant; 5110 So. Santa Fe/presents/"Destiny's Deceit"/a Two-act Comedy On The Roaring Twenties/plus Ten Facts Of Unsurpassed/vaudeville/and The Mark Howard/dixieland Band/dancing Every Evening After The Show....," October 7, 1960, Page 8a.
"Flesher Named Manager Of Roy's Essex House Hotel," December 16, 1960, Page 1a.
"Twenty Communities Now Hold Little Britches Rodeos; National Convention Jan.15," January 6, 1961, Page 4.
"Planners Study Flood Plain Zoning," March 3, 1961, Page 1.*
"Flash Storm Floods Town; Centers Near Sterne Park," June 9, 1961, Page 8.
"Patio Restaurant Sold To Miller; Will Be Renamed 'The Plush Horse'," June 23, 1961, Page 4.
"Little Britches National Assn. Meets Jan. 14," December 29, 1961, Page 1a.*
"Hospitality Triangle Serves Guests From Many Nations," July 13, 1962, Page 3.
"National Little Britches Rodeo Championship Finals Aug. 14-18 (Little Britches Ad)," August 3, 1962, Page 8a.*
"Drumstick Billboard Case Dismissed; Carleno Files 'Good' Test Case On Sign," November 2, 1962, Page 1.
"500 Horses At Omaha Will Race At Centennial Track," May 24, 1963, Page 6.
"Council Okays Changes In Shopping Center Sign Rules," April 17, 1964, Page 1.
"Flood Sweeps Littleton River Bottoms; Town Has 4 Hours To Brace For Biggest Water Destruction In Over A Century; Homes, House Trailers And Cars Floated By Torrent," June 18, 1965, Page 1.
"90% Of Wells Knocked Out; Water Must Be Boiled," June 18, 1965, Page 1.
"2,000 Phones Out West Of The River," June 18, 1965, Page 1.
"Temporary Centers Aid 300 Evacuees, Red Cross Reports," June 18, 1965, Page 6.
"Belleview And Federal Open To Unrestricted Traffic," June 25, 1965, Page 1.*
"Vogel And Hubner Build Culvert Bridge To Move Martin Company Employees," June 25, 1965, Page 1.*
"331 Civilians Don Uniforms To Guard Flood Zones Here," June 25, 1965, Page 1.*
"Bowles Ave Shopping Area Obliterated By Flood," June 25, 1965, Page 6b.
"New Hospitality Center Needed By Chamber," July 16, 1965, Page 7a.
"Centennial Center Wins Battle Of Flood Debris," July 23, 1965, Page 7a.
"Bakken Map Shows Where Flood Struck," August 13, 1965, Page 1a.*
"Santa Anita Area [Prince St And S Santa Fe Drive] Looked Like Lake," August 20, 1965, Page 1.
"On With Chatfield," August 20, 1965, Page 6b.
"Flood And Strike Cost Turf Club Several Million," September 17, 1965, Page 1.
"Story Of The Chatfield Dam; Congress OK'd It In 1939," September 17, 1965, Page 1a.
"Readers To Learn About Chatfield Dam," January 21, 1966, Page 1a.
"An Engineer Talks About Chatfield Dam," January 28, 1966, Page 3-1.
"$6 Million For Chatfield Dam Land Has 'Better Than 50-50 Chance' This Year; McVicker Tells Kiwanis Of Stop-by-step Negotiations," July 15, 1966, Page 1.
"500 Jam Plum Creek School To Discuss Plans For Chatfield," January 12, 1967, Page 1.
"Groups Must Act Before Dam Gates Close; $857,000 In Non-federal Contributions," March 30, 1967, Page 1.*
"County And Cities Propose Santa Fe Freeway Route; Plan Preserves Green Belt But Dislocates Businesses," April 6, 1967, Page 1.*

**South Broadway**
"Land Being Cleared Here For Burt Chevrolet," May 24, 1963, Page 1.
"Littleton To Have New Dodge Agency On S Broadway," October 18, 1963, Page 1.
"Mauro Rambler Agency Is Largest West Of Chicago," October 25, 1963, Page 1.
"Grand Opening Of Burt," June 12, 1964, Page 1.
"New Volkswagon Dealership To Be In Operation By Early Summer," February 12, 1965.
"New Volkswagon Agency Open House," November 5, 1965, Page 1.

**Other Consumer Commerce**
**Banks**
"Arch Drawing Plans To Beautify Exterior Of The Littleton National Bank; One-story Building To Be Erected Block To West To Give Bank More Work Room; Harlan E. Rathburn, Arch In The Continental Oil Building, Denver," June 23, 1950, Page 3.
"1000 Awed By Beauty Of Bank At Open House (Remodel)," July 1953.
"Savings And Loan To Lease New Building On Littleton Blvd.," March 1956.
"Littleton Savings Leases Woodlawn Unit 2 Years During Building Of Home," October 1956.
"State Grants Charter To Arapahoe County Bank Proposed For Woodlawn," January 1957.
"Littleton Savings And Loan Opens Thursday In Woodlawn Center; Three-day Celebration Will Feature Gifts And Door Prize; Savings

Firm Officials Forecast Big Area Growth," April 5, 1957, Page 2nd Sec.
"Dwight John Erects 120-foot Tunnel To Connect Drive-up Windows With Bank," February 14, 1958, Page 1.*
"Littleton National Bank To Open Drive-up Windows," February 14, 1958, Page 1.
"Grand Opening Of The Arapahoe County Bank At 200 S Datura Avenue (Ad)," April 25, 1958, Page 2.
"Littleton Savings Starts New Home Soon In Woodlawn," August 8, 1958, Page 1.*
"Pacific Finance To Open Office In Woodlawn Center," November 7, 1958, Page 2.
"Littleton Savings To Erect $150,000 2-story Building," November 14, 1958, Page 1.*
"Littleton Savings And Loan To Occupy $150,000 Building By April 1, 1959," December 5, 1958, Page 1.
"Littleton Savings And Loan Association (Grand Opening Ad)," July 3, 1959, Page 2.*
"Save Conveniently -- In Person, By Mail Or At Our Handy Drive-in (Littleton Savings Ad)," November 4, 1960, Page 3a.*
"Littleton Savings Bank (Ad Photo)," April 21, 1961, Page 3a.*
"A County Bank Plans Multi-story Building Here," May 26, 1961, Page 1.
"Ad For Littleton Savings Drive Thru," December 8, 1961.*
"Littleton National Prepares For Eventual Computer Use," August 3, 1962, Page 2a.
"Valley National Of Littleton Plans Open House; Has 1,700 Customers," September 11, 1964, Page 3.
"Arapahoe County Bank's Addition To Be Ready In April," December 25, 1964, Page 3.

**Automobile Commerce**
"Phillips To Erect $30,000 Station At Woodlawn," November 1954.
"$11,000 Equipment Washes Cars In 10-minute Period," July 1955.
"New Super Tire Store Hear Safeway East Of Littleton [N Cedar Ave And Littleton Blvd.]," September 1955.
"Little Britches Plan Activities For Coming Year," October 1955.
"Western Auto Opens New Store In Woodlawn," November 1956.
"Stamping Ground Of 'Little Britches' Near Fort. Logan To See 4,200-residence Development, Stores, Industry [Jefferson County]," March 1957.
"Super Sinclair Opening Saturday," June 1957.
"Grand Opening Set At Don's Carter Servicenter," June 1957.
"Centennial [Acres] Residents To Fight Service Station," July 1957.
"Commissioners Postpone Decision On Gas Station At Broadway And Orchard," August 29, 1958, Page 1.
"Chevron Opening On Santa Fe Set For This Weekend," October 3, 1958, Page 1.
"Jack Wood Opens Auto Glamour Mart On S. Santa Fe Dr.." October 10, 1958, Page 1.
"Two Requests For Service Stations At Broadway And Orchard; Hearing Nov. 17," October 24, 1958, Page 1.
"Littleton Gasoline And Oil Co. (Ad)," July 6, 1962, Page 3a.*
"Ralph Moody Home Razed In Hampden Av. Widening," October 18, 1963, Page 1.
"Southglenn Shopping Center Splendid -- But Residents Protest Service Stations," March 27, 1964, Page 2.
"Ralph Moody Plans To Visit Here In August [For Western Welcome Week]," August 3, 1967, Page 1.

**Restaurants**
"Charcoal Broiled Burgers Offered At New Drive In," May 6, 1960, Page 1.
"Grand Opening… Another Drive-in With The Arches (McDonalds Ad)," August 12, 1960, Page 7.*
"Silver Wing Offers A la Carte Take-home Food Service Here," September 2, 1960, Page 1.
"Bill Bennett's Café Near 17 Littleton Apartments; Fresh Fish To Be Featured At Café Of Bill Bennett," January 27, 1961, Page 2a.*
"Grand Opening Of Littleton Dairy King, 5620 S. Windermere St. (Ad)," June 2, 1961, Page 2b.
"Ground Broken For $50,000 Restaurant On S. Broadway At Highline Canal," June 9, 1961, Page 8.
"You Can Afford To Eat Out Often At Golden Point (Golden Point Ad)," July 21, 1961, Page 1a.*
"McDonald's Sales Of Hamburgers Pass 550 Million," February 9, 1962, Page 3a.
"Tortilla Flat, New Restaurant, To Open Friday," April 27, 1962, Page 1.
"[Ad] Grand Opening Party At Red Rooster Lounge," November 23, 1962, Page 3.
"Kin's Foodland Now Open; Has Phone Order System," August 23, 1963, Page 2.
"New Hasty House Features Burger, Swiss Atmosphere," August 7, 1964, Page 7.
"Grand Opening Of House Of Pancakes Is This Saturday," September 25, 1964, Page 3.
"Grand Opening Of Mr. Steak At 1709 W. Littleton Blvd.," July 30, 1965, Page 7.

**Movie Theaters**
"Littleton Is Picked For Drive-in Show," July 16, 1948, Page 1.
"J.M. Wolfberg Withdraws His Petition To Establish New Drive-in Theatre Here," August 6, 1948, Page 1.
"$250,000 Drive-in Theatre To Be Built On County Fair's Parking Lot At Once; 1,000 Cars May Be Placed On Ramps Of Wolfberg's Newest Development," January 14, 1949, Page 1.
"$300,000 Littleton Drive-in Theater To Hold First Show Friday Evening; 1,000 Cars Can Be Accommodated In Open Air Movie Near Fair Grounds.," July 1, 1949, Page 1.
"3-D Outdoor Movie To Be Build At Corner Of Race Track," May 1953.
"1st Drive In Fights 3-D Competition," June 1953.
"1145 Car 3-D Drive Theater Approved On 17 Acres Of Northwest Corner Of Centennial Track Park Lot," June 1953.
"3-D Approved," July 1953.
"Fred Duncan Ran Valentino And Mix In Old Lux Theatre," June 7, 1957, Page 5.*
"Woodlawn Theatre Opening Brings Finest Entertainment At Low Cost And Free Parking To Entire Littleton Area; Thursday's Gala Premiere Excites Community And Fills Long-felt Need; This Paper Worth 75c Or One Adult Admission To New Woodlawn Theatre," June 7, 1957, Page Cover Of Section 2 .
"Centennial Theatre To Open," April 18, 1958, Page 2.
"$18,000 Drive-in Started North Of Arapahoe Club," July 10, 1959, Page 1.
"Fagin Describes Problems Of Neighborhood Theater," June 14, 1963, Page 5.*

**Garden Centers**
"Littleton People Invited To Join 'Green Thumbers'; Mrs Varian Ashbaugh Is Local Membership Chairman Of Horticultural Association. By Geo. W. Kelly Of Littleton," November 14, 1947, Page 6.
"Littleton Author Publishes Volume On Rocky Mountain Horticulture George Kelly's Garden Book Tells Coloradans What To Plant And When," March 22, 1951, Page 6.
"George Kelly To Continue As Editor Of 'Green Thumb'; Horticulture Association To Press For System Of State Parks," February 1, 1952, Page 6.
"George Kelly Cartoon," March 1952.
"George Kelly Speaks," January 1953.
"George Kellys To Open Garden Shop," April 22, 1955, Page 3.
"Kellys Are Busy During 'Rush' Season; New Homes Prove Boon To Cottonwood Garden Shop," May 11, 1956, Page 3.*
"Roberts Nurseries Co. Gets Air Academy Seeding Job," June 1956.
"Martin Co Assigns Kelly To Big Landscaping Job," March 29, 1957, Page 8.
"George W. Kelly Tells Gardeners How To Grow Things In Sun

States," March 7, 1958, Page 1.
"Roberts Nursery Gets Air Academy Contract," July 11, 1958, Page 4.
"Kelly To Lecture Friday On Patios And Outdoor Living," March 20, 1959, Page 4a.
"Roberts Nurseries To Open Shop On South Broadway," February 26, 1960, Page 7.
"Bolis 'Flower Fair' Started As Orchid-growing Hobby," August 10, 1962, Page 3a.
"Yes, We Do Have A Ranch Near Dillon. But, We Will Continue To Operate The Cottonwood Garden Shop For Another Season [Ad] ," February 8, 1963, Page 2.
"Southwind To Give Prizes For Yards," June 11, 1965, Page 1a.
"Kellys Find Eden For Plant Research Near Cortez Colorado," November 12, 1965, Page 5.
"Colorado Nurserymen Pick Geo. Kelly As Man Of 1965," January 28, 1966, Page 2.

**Laundromats**

"Coin-operated Laundry Planned On S. Gallup St. By Local Investor Group," June 2, 1961, Page 7.

**Direct Sales**

"Commerce Comment," December 20, 1957, Page 8.
"City Passes Green River Peddler's Law On First Reading; Requires Bonds, Fees," April 10, 1959, Page 1.
"Direct Salesmen Condemn Green River Plan For Town," April 10, 1959, Page 1.
"Green River Law Gets Ax; 35 Attend To Protest Bill," May 1, 1959, Page 2.
"11 Littleton Residents Make Complaints About Alleged House Siding Sales Racket," June 30, 1961, Page 1.
"District Attorney's Office To Call 1961 Frand Jury Here In September; Home Improvement Sales To Be Main Investigation," July 21, 1961, Page 1.

**From The Farm To Outer Space**
**Littleton Industry Prior To 1949**

"Tax Problem Of Industries Stirs Talk As Delinquent List Appears; Three Large Corporations Will Pay $16,744.29 On Personal Property Plus Real Estate Levy," October 10, 1947, Page 1.*
"Littleton Advised To Make Industrial Development Plans; Area South Of Denver Offers Promise For New Factories.," August 8, 1947, Page 4.
"A Job For The Commercial Club," August 15, 1947, Page 4.
"Industrialization Of State Begins; Factory Employing 150 People Causes 300 New Homes To Be Built," October 3, 1947, Page 1.
"C.I. Pedersen Builds Welding Shop On '85'; About 15 Firms Will Be Doing Business On Highway By End Of Year.," January 16, 1948, Page 4.
"Booklets To Tell Outside Industry What State Offers As Factory Site; Executives Want To Know About Transportation, Water, Power And Names Of Agencies Giving Technical Aid," January 30, 1948, Page 6.
"Commercial Club Hears Ideas About Securing Industries," June 25, 1948, Page 1.
"Chamber Of Commerce Names Flesher Manager For 1957-1958 Fiscal Year; Former Advertising Man, Builder Has Lived In Littleton 18 Years," June 21, 1956, Page 1.*
"Colorado's No. 1 Industrial Town Invites Public To Main Street Show; Chamber Of Commerce To Welcome You And Family.," July 12, 1957.
"Rotarians Learn Of Manufacturing In This Vicinity; Scores Of Littleton-Made Products Displayed.," April 2, 1948, Page 1.*

**Industrial Growth 1949 To 1967**
**Pre-war Manufacturers After 1949**
**American-Coleman Motor Company**

"Red Comet And Coleman Change Hands," January 31, 1947, Page 1.*
"Nickels-hill Buys Coleman Delivery; Furniture Store Secures First Low-step Front-wheel-drive Truck," November 7, 1947, Page 3.
"Orders Special Coleman Truck; Culligan Soft Water Service Will Use Vehicle For Tank Replacements," December 12, 1947, Page 1.
"Arapahoe County Wants Consideration," February 11, 1949, Page 4.*
"Coleman Motors Corp. Opens With Full Crew As State Highway And Air Force Order Big Trucks; $300,000 Contract Will Provide Military With Vehicles To Tow B-36 Bombers," April 1, 1949, Page 1.
"Voting Machine Demonstrated At Rotary Function," April 1, 1949, Page 1.
"Coleman Motors See Volume In Conversion Units, For Businesses That Need Heavy Power Units Mounted On Trucks," April 14, 1950, Page 1.
"Million Dollar Order Placed By Airforce With Coleman Motors," June 16, 1950, Page 1.
"Littleton-Made Coleman Fire Truck Guards Denver When City Equipment Cannot Move Thru Flooded Streets," June 23, 1950, Page 1.*
"Coleman Adds Swing Shift For Its Machine Shop," August 18, 1950, Page 1.
"Coleman With Largest Payroll In History To Double Present Personnel; Air Force Orders $9,500,000 Worth Of Towing Tractors For Fleet Of B-36's," April 20, 1951, Page 1.
"Coleman Begins Delivery Of Towing Tractors, Payroll Hits 263," October 26, 1951, Page 1.
"CIO Union Rejects Coleman Contract," May 1952.
"Coleman Lays Off 35," January 1953.
"American-Coleman Co. Of Omaha Is Moving Offices To Littleton Truck Factory; Will Push Sales Here," February 1953.
"Coleman Walkout," February 1953.
"Coleman Settles," March 1953.
"2 New Coleman Prods- Bulldozer And Swamp Buggy," March 1954.
"Coleman Gets $400,000 Air Force Job," July 1954.
"Coleman Designs Airborne Tractor To Us Army Engineers; 8-ton Vehicle Can Be Dropped By Parachute Into Unimproved Areas," August 1954.
"American Coleman Co. Designs New "Piggyback" Tractor For Railroad Use," August 27, 1954, Page 2.
"Am Coleman Builds 5 New Vehicles; To Parade On Main St At 4 PM; Large Coleman Bulldozer Was On National TV Show Sunday Night," November 1954.
"Coleman And Union Agree On 2 Year Pact," April 1, 1955.
"American- Coleman Co Starts Work On Towing Tractors For Armed Services," June 1955.
"Air Force Picks Coleman Towing Tractor And Awards Littleton $440,000 Order; Unit To Pull Fighters Around Big U.S. Bases," April 1956.
"Coleman To Use Heco Space For Air Force Work," April 1956, Page 7.*
"New Coleman Trucks Will Catch Blimps Like Kites," December 1956.
"Coleman Tar-baby Roller Makes For Easy Road Work," March 1957.
"American Coleman Boosts Business For Fourth Year," January 10, 1958, Page 1a.
"Coleman Picked To Design Equipment To Move B-52's," October 3, 1958, Page 1.*
"Coleman Strike Being Mediated," July 31, 1959, Page 6.
"The American Coleman Company (Paid Letter Re: Strike)," August 21, 1959, Page 2.*
"The Truth Behind The Strike At The American Coleman Company (Paid Letter Re: Strike From UAW Local 213)," August 28, 1959, Page 4a.
"Coleman Offers Reward As Vandalism Continued," September 4, 1959.
"120 Ballots Challenged In Coleman Vote; Outcome Won't Be De-

cided For Weeks," February 12, 1960, Page 8.
"American Coleman Builds Truck To Be Used In Chile," February 24, 1961, Page 1.
"American Coleman Air Force Tractors Now Being Shipped To Overseas Bases," June 23, 1961, Page 6a.
"3 Minutes And You Never Leave Your Car (Littleton Savings Ad)," December 8, 1961, Page 3a.
"Coleman To Close For Joint Vacation," June 28, 1963, Page 4a.
"American Coleman Receives $1.8 Million U.S.A.F. Contract," June 5, 1964, Page 1.
"This Little Product Went To Market In The Easiest, Fastest And Most Economical Way… Piggyback! (Rio Grande Railroad Ad)," June 25, 1965.*
"Coleman Makes Loaders To Speed Jets On Their Way," January 5, 1967, Page 3.*

**Red Comet, Inc.**
"Red Comet And Coleman Change Hands," January 31, 1947, Page 1.*
"Red Comet Is Among State's Exporters," March 14, 1947, Page 1.
"Red Comet Earnings," April 14, 1947, Page 1.
""Red Comet Buys Garage Lease To Gain More Space 349 W. Main"," April 25, 1947, Page 1.
"Red Comet Hits New Peak In Business; Fire Extinguisher Concern Gains 22%," January 30, 1948, Page 1.*
"Red Comet, Inc. To Enlarge Its Working Space.," May 28, 1948, Page 1.
"Local Industry Helps Post Office Make 38% Gain; Receipts For First Nine Months Are $60,226.," October 8, 1948, Page 8.
"Red Comet Uses Plastic Brackets For Extinguishers As Steel Costs Soar; Littleton Fire Control Equipment Firm Has 50% Gain In Business," January 21, 1949, Page 3.
"Red Comet Gets Pipeline Permit," May 20, 1949, Page 1.
"Red Comet Continues Expansion As It Nears 20th Year In Littleton; Pushes Domestic Sales As Foreign Market Shrinks Because Of World's Ills," September 15, 1950, Page 2.*
"Photo New Product To Be Sold Through Red Comet [Motorized Golf Cart - Don't Ride, Steer Like Regular Wheeled Golf Bag] ," December 1954.
"Red Comet Brings Out CM-7, New Threat To Fire," December 1954.
"Hathaway Co Won't Build Plant Here; Fire Insurance Is 16 Times Higher," April 1955.
"Red Comet Will Market Pneumatic Tire Changer," November 1956.
"Postal Receipts Up 10.8 Percent; 3 Littleton Firms Big P.O. Users [Red Comet, Bingo King, And O.K. Rubber Welders]," July 1957.
"Red Comet, Inc. Establishes 3 Distributorships Abroad [Germany, Holland, Scandinavian Countries]," July 1957.
"Chicago Fire Engineer Again Warns City Can Lose Heco, Coleman, Main St; 1,700 Fort. Of Water Pipe On Nevada Will Protect Area," October 1957.
"Red Comet, Fire King, Kansas City Firm Merge," July 8, 1960, Page 7.
"Red Comet To Celebrate Thirtieth Anniversary," July 7, 1961, Page 1.
"Town's Zip-code Is 801 For Speeding Mail Service," June 21, 1963, Page 6a.
"105 Now Employed At Post Office' Receipts At Littleton $599,000," January 7, 1966, Page 1a.

**O.K. Ko-op Rubber Welding System**
"1,200 Dealers In Us Are Served By O.K. Rubber," October 31, 1947, Page 1.*
"Ten Firms Now Use Buildings North Of Littleton On The O.K. Rubber Site; Plastic Company Makes Bathroom Tile, And Prefabricated Home Concern Creates Frame Buildings," October 31, 1947, Page 1.*
"O.K. Rubber Gets Biggest Foreign Job From Brazil; Harold James Will Go To Pernambuco In Fall To Help Dealer," August 12, 1949, Page 1.
"O.K. Rubber Store Has Specials For Opening Saturday 3384 S Broadway," February 16, 1951, Page 1.
"O.K. Rubber. With Headquarters At Littleton, Has 22 Warehouses In Us, Provides Jobs For 3,000; Over 1,000 Dealers Repair, Recap And 'Round' Tires; Many Share In Cooperative's Profits," February 1952.
"Parade Climaxes O.K. Ko-op Rubber Welders Congress After 5-day Meet," October 1954.*
"O.K. Service Will Have New Building On South Santa Fe Dr.," January 1955.
"Public Invited To See Giant Tire-store Exhibit Set Up For 600 O.K. People," September 1956.
"Tompkins O.K. Auto Float Named Best In System," July 1957.
"O.K. Rubber Volume Hits New Record Of $11 Million," January 10, 1958, Page 6.
"O.K. Rubber Is Honored Here On 25th Year," January 31, 1958, Page 4.
"O.K. Firms Merge To Form O.K. Rubber Welding Inc.," July 4, 1958, Page 6.
"O.K. Rubber Welcomes 450 Delegates To School," January 29, 1960, Page 7a.
"O.K. Starts Tread Rubber Plant In Guntersville, Ala.," February 17, 1961, Page 4.
"O.K. Rubber Shows Bigger Profit On Lower Net Sales," December 1, 1961, Page 1a.
"O.K. Stockholders May Change Name At Hilton Meeting," February 7, 1964, Page 1.

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Wennergren, Earl. "Business Booms In Denver; Business And Industrial Growth In Denver Area Greatest In History." *Colorado Wonderland; Development Issue* Oct. 1951: 26+.
"Heco Will Make 500,000 Extra Victory Medals," May 9, 1947, Page 1.
"Commercial Club's Industry Night Features Tour Thru Heco Factory," May 23, 1947, Page 1.
"Heco Has Booth In Eastern Show; Explains Littleton Products To Buyers In New York," October 17, 1947, Page 4.
"New York Times Has Heco Story," November 7, 1947, Page 4.
"Heco Making Million Items A Month; Articles Range From Frying Skillets To Grinders For Farm Discs; Littleton Businessmen See Finest Assemblage Of Machines West Of Mississippi River," November 28, 1947, Page 1.*
"Heco Will Add 75 To 125 Employees In Spring To Make 2,500,000 Medals For U.S. Army; Order Is More Than Twice As Large As 1947 Contract; Deliveries To Be Completed In September," February 20, 1948, Page 1.
"Heco Makes 500 Hoppers For New Hodges Loaders," August 13, 1948, Page 1.
"Heco Equipment At Postwar Peak; Most Of Workers Are Making Campaign Medals For Uncle Sam," November 19, 1948, Page 2.
"Army Gives Heco 57mm. Projectile Contract; Shells Weigh 10 Times As Much As Wartime Job; Littleton Factory Orders Two Million Pounds Of Cold Drawn Steel For 320,000 Units," December 24, 1948, Page 1.
"Heck Obtains $300,000 Contract To Make Rocket Motors For U.S. Army; Thirty Employes To Be Added When Ordnance Device Hits Production In October," August 19, 1949, Page 1.
"Heco Workers Ask Headquarters For Right To Walk Out ," June 30, 1950, Page 1.
"Heco Now Filling 3rd Shell Order," September 29, 1950, Page 8.
"Heco Employees Get 10% Wage Hike, 2nd Production Bonus After Jan 1," December 15, 1950, Page 1.
"Heco Output To Reach War Peak In 60 More Days; Heckethorn Secures Backlog Of Defense Orders In St. Louis," December 22, 1950, Page 1.
"Heco Sales May Hit $10 Million Says Buchanan," April 13, 1951,

Page 1.*
"Heco-made Rockets Are Welcome Weapon To GIs Facing Communist Tanks In Korea War," May 18, 1951, Page 1.
"Heco Has Its First Million-dollar Month, Payroll Soon To Be 1,000 Men And Women; Principal Products At Littleton Plant Are 3.5-inch Rockets, 57mm. Shells, And Columbus Shock Absorbers," September 28, 1951, Page 1.
"French Engineer Invented Popular Shock Absorber," September 28, 1951, Page 1
"Heco Union Threatens Strike At End Of Year," December 7, 1951, Page 1.
"Heco Workers Vote To End Strike Over Firing 2 Men," February 29, 1952, Page 1.
"Heck Walkout Ends," March 1952.
"Heco Union Signs 3 Year Contract," March 1952.
"Heco 650 Layoff Due Steel Strike," July 1952.
"Heck Workers Called Back $150,000 In Lost Wages Due Strike," August 1952.
"Heco Adds 140 To Rocket Dept. On Swing Shift," September 1952.
"Heco Resumes 6 Day Week 1,020 Workers," September 1952.
"Heco Union Get 2 C Cost Living Increase," October 1952.
"Heco To Employ More Workers After Building 8,100 SF Plant On Binner Property; U.S. Awards Multi-Million Contract For 2 New Types Of 57mm Shells/ Backlog Extends To 1954," January 1953.
"Heco To Make Auto Ignition," February 1953.
"Heco Celebrates Delivery Of 5 Millionth Rocket, Weapon That Destroys Community Tanks In Korea," May 1953.
"Heco Strike," July 1953.
"Us To Cut Heco Shell Contract 60%; Announcement Made Before Union Vote," August 1953.
"Russia's H-bomb Causes Washington To Rescind Order Cutting Heco Shell Production By 60%," September 1953.
"Heco Adds 2nd Shift For Hose Coupling," October 1953.
"Heco Gets $3,500,000 Contract To Renovate Million Rockets; Will Take 150 Workers A Year; New Building On Littleton Lumber Site Near Rio Grande Spur To Be Erected," November 1953.
"Heco Walkout," December 1953.
"Heco To Reduce Workers By 19%," January 1954.
"325 Heco Employees Live In Littleton. Firm Ranks Fifth After Co Fuel & Iron, Gates, Shwayder, D Post," January 1954.
"Heco Lays Off 325," January 1954.
"Heco "Don't Be Afraid Of Peace" Working To Develop New Products," February 1954.
"Heco New Auto Brake," May 1954.
"Heco Completes Rocket Renovation; To Lay Off 100," December 1954.
"Benefits Of Research To Pay Off For Heco In 1955, Jack Heckethorn Predicts; Announces Hydraulic Auto Brake To Be Tested In Detroit; V.P. Says Littleton Firm Investigates One New Patent Daily In Search For Commercial Products," December 1954.
"Heco Strike Notice," January 1955.
"400 Strike At Heco," May 1955.
"Heco Grants 5c Hourly Increase; Another 6c Later," June 1, 1955.
"Heco Buys Auto Cushion Plan With 120 Employees In O.K. City," July 1955.
"Heco To Produce 1,400.000 Incendiary Bombs; $3 1/4 Million Deal Makes 140 Jobs; Littleton Firm Wins Order Fr Army Against 40 Other Bidders," August 1955.
"Heco Expands To South; Dyersburg To Erect Heco Building On 38-acres Site; Firm Expects To Enter Original Equipment Field With Shocks," February 1956.
"Low Freight Rates Cause Move To Dyersburg, Tenn.," February 1956.
"An Open Letter To All Employees And Friends Of Heco," February 1, 1956.
"Heco Developed Revolutionary Ignition System After Three Years Of Research," March 1956.
"Chemical Corps Cancels On Of Two Incendiary Bomb Contracts With Heco; Jellied-gasoline Weapon Made Here Two Months," April 1956.
"Heco Picks Key Men To Open New Tennessee Shock Absorber Plant," June 1956.
"$500,000 Heco Contract From Detroit Will Give Jobs To 60; Work Starts In Feb. On Switch For Major Car Mfg.," November 1956.
"Heco Making 5,000 Kool Kooshions And 2,000 Shock Absorbers Per Day; New Plant At Dyersburg, Tenn., In Charge Of Manager Bob Kelt," March 1957.
"Heco And Coleman To Sell Portion Of Their Buildings," April 1957.
"W.R. Heckethorn Moving South; Heco May Quit Local Operation; Decision On Plant Here Won't Be Made Till Fall," April 26, 1957, Page 1.*
"Heco Auction Takes Place After Tax Is Settled," August 1957.

**Post-war Heavy Industry**
**Mohawk Tire**
"City Manager To End Sixth Month Here; Feels City Needs More Small Industries," August 8, 1958, Page 1a.*
"Two Industries May Secure Sites At Littleton Soon Rotary Club Told; Santa Fe Railway. May Serve 243 Acres Near Ohio Oil," June 5, 1959, Page 1a.*
"Rotary Club Learns Facts About Littleton Industry," January 26, 1962, Page 1.*
"N Littleton Industry; Mohawk Tire (Of Akron Oh) Buys Big Buildings From O.K. Rubber For Making Camelback [And Such Repair Materials As Cord Fabric, Cushion Gum, Tread Stock And Vulcanizing Cement]," February 17, 1950, Page 1.

**Electron**
"May Spray With DDT," May 14, 1947, Page 5.
"Spray Town With DDT To Kill All Flies, Mosquitoes," June 20, 1947, Page 1.
"Littleton To Have Electron Corporation Foundry; O.K. Rubber's Big Building Sold To Denver Firm; One Of West's Finest Foundries To Be Started After $250,000 More Is Expended," February 6, 1948, Page 1.*
"Electron Firm Opens Foundry Operation Here; Shot-blasting Machine And Four Grinders Put To Work This Week," March 5, 1948, Page 1.
"Electron Buys 15 Or 20 Carloads Of Surplus Foundry Equipment To Boost Littleton Output; Company Turns Out Pulley Wheels For Gates Rubber And Gray Iron Casting For Other Customers.," October 29, 1948, Page 1.
"Factory Going Up At Intersoll-Rand To Make Commercial Light Fixtures; Electron Will Bring Sheet Metal Department From Denver To Littleton.," December 3, 1948, Page 1.
"Electron Is Busy With Expansion Of Production Units," December 17, 1948, Page 1.
"Electron To Have Grand Opening When Completed Early In Autumn; Modern Foundry Now Employs From 100 To 150 Men And Women; Apprentices Welcome," May 6, 1949, Page 6.
"Town Will Have Residential Yards Sprayed For Insects At Cost Of $1; Phone Town Clerk If You Want To Be Rid Of Flies, Mosquitoes, Grasshoppers," July 1, 1949, Page 1.
"Grandson Of John K. Mullen, Pioneer Milling Man, Displays Enterprise, Not In Grain, But In Industry; Frank L. Tettemer And Associates Launch Electron Plant At Littleton On Big Scale; Employes To Be Doubled In Year," June 23, 1950, Page 1.*
"Electron Workers Ballot 2 1/2 To 1 Against Union," April 20, 1951, Page 1.
"Two-thirds Of Electron Corp. Employees Live Either In Littleton Or Englewood; Gates Rubber And Coleman Motors Among Better Customers," June 15, 1951, Page 1.
"Napalm Bomb Parts Still Made By Electron Corp," August 1952.
"Electron To Make Aerial Bombs; Also Makes Tables With Folding Legs," May 1953.
"Electron Ships Castings To Large Firms Of Nation," May 25, 1956.
"Electron Co. Adds 20,000 Sq. Feet; Has Grown 50%," November 1, 1957, Page 1.

"Council To Study 'Smog' Problem In Industrial Area On Rio Grande; O.K. Rubber Employes Protest Paint Damage To Autos," December 5, 1958, Page 1.*
"City Wants Aid In Study Of Industry 'Smog' Problem," December 19, 1958, Page 1.*
"City To Await Insurance, State Results Before Deciding 'Smog' Issue Disposal," January 16, 1959, Page 4a.
"Your Car, Incinerator, And Gas Furnace Create Smaze," February 6, 1959, Page 2.*
"Lawsuit Rumored Against Martin For Phenol Taste," June 5, 1959, Page 1.*
"Electron Spends $100,000 To Lower Air Pollution," August 18, 1961, Page 6.
"Problem Of Air Pollution Is Growing In Colorado," May 11, 1962, Page 8.
"Electron May Whip Smoke By New Electric Melting," January 5, 1964, Page 1.
"Littleton Officials Fight Pollution," March 27, 1964, Page 6a.
"Industry Is Acting," November 13, 1964, Page 2b.
"Electron Wins Chamber Chalice For Smoke Control," December 11, 1964, Page 1.
"Electron Men Oppose Union In NLRB-Supervised Voting," December 11, 1964, Page 1a.
"Electron Adding Four Large Buildings For Foundry Work," February 5, 1965, Page 6.
"Electron Corp. Is Expanding Building In Three Directions," January 7, 1966, Page 1.
"Backyard Incinerators To Be Banned After Jan. 1, 1968 In Arapahoe County; 60% Of Littleton Residents Favored Controls In Survey," July 1, 1966, Page 1.
"1966 Was Best Year Ever For Littleton's Electron Foundry," February 2, 1967, Page 1a.
"If You Can't See Mountains, It May Not Be Your Eyesight," April 20, 1967, Page 5b.

**Research And Development Industry**
**Ohio Oil Company**
"Ohio Oil Co Is Reportedly Building Research Center Se Of L," January 1955.
"Ohio Oil's Research Laboratory Will Be Started In Spring After Rezoning Of Site; 75 Scientists To Begin Work Early Next Year In Littleton School District," January 28, 1955.*
"Town Big Shots Welcome Ohio Oil Execs," April 22, 1955, Page 3.
"Ohio Oil Breaks Ground For New Research Laboratory As Scientists Gather For Littleton Ceremony; President Donnell And Chancellor Alter Speak At Scenic Location Of Center," April 29, 1955, Page 1.*
""Ohio Oil Ground-breaking" (rendering) [Wilbur Watson Associates, Engineers, Cleveland, Ohio]," April 29, 1955, Page 1.
"Ohio Oil Pays County $1,050 For Building Permit," November 1955.
"Ohio Oil Ends Nation-wide Hunt For Scientists," December 20, 1957, Page 1a.
"Ohio Oil Research Center To Enlarge Beautiful Littleton Building 60 Pct.; Scientific Staff Will Have 135% More Space To Work," January 10, 1958, Page 1.*
"1,000 Learn About World Of Research At Ohio Oil Co.," January 10, 1958, Page 6.
"Ohio Oil Chief Says Center Finds New Discovery Ideas," April 3, 1959, Page 4a.
"Take Your Family Friday To See Ohio Oil Center," June 19, 1959, Page 1.*
"Open House (Ohio Oil Ad)," June 19, 1959, Page 5a.*
"Ohio Oil Company's Research Center Bosses," June 19, 1959, Page 1a.
"31 Ohio Oil Scientists Have Doctor's Degrees," June 19, 1959, Page 1a.
"These Littleton Men Direct Ohio Oil Service," June 19, 1959, Page 6a.
"Ohio Oil Research Center To Host Libyan Ambassador; Dr.. Fekini First Permanent Representative To The U.N.," July 31, 1959, Page 1.
"Councilman McKinnell Will Head Ohio Oil Department," May 13, 1960, Page 4.
"Ohio Oil Moves Into Petrochemicals; To Enlarge Littleton Research Center; 170 Scientists And Aids Now At 7400 S. Broadway," September 8, 1961, Page 1.
"How Petrochemicals Building Will Look Next Year," October 20, 1961, Page 2.*
"Ohio Oil Center To Get New Name Wednesday, Aug 1," July 13, 1962, Page 2a.
"Oil Research Center Marks 75 Years And Name Change," August 10, 1962, Page 6a.

**Glenn L. Martin Company**
"Factory 9 Times Size Of Heco Slated Southwest Of Littleton; Glenn Martin To Make Guided Missiles In Chatfield Dam Basin Near Kassler," November 18, 1955, Page 1.*
"10,000 Workers Needed By Martin To Build Plant," December 1955.
"Coffeyville, Kansas, Thought It Had Glenn L. Martin Guided Missile Factory; City Of Independence Joined Effort To Secure Huge Plant," December 1955.
"47-year-old M.I.T. Graduate Directs Glenn L. Martin Co. Planning Plant Here; Operations V.P. Is E.G. Uhl, Who Got Lehigh Degree In 1940," December 1955.
"Kiewit Gets Martin Job," February 1956.
"Labor At Martin's To Be Hired By Contractor [$2.25/hour]," February 1956.
"New Englander To Direct Guided Missile Production Between Kassler Hogbacks; A.L Varrieur Designed Mobile Ramps For Planes," March 1956.
"Aerial Plant Rendering," March 1, 1956.
"Photos And Profiles ….more Martin Bosses You'll Be Seeing Around Town," March 1956.
"Glenn Martin Co. Families Buying Littleton Homes," March 23, 1956, Page 8.*
"Public Invited To Hear Martin Men Talk In Morrison ," April 1956.
"Us To Spend More For Missiles, Say Glenn Martin Co [Martin Missile Magazine]," August 1956.
"12 Facts You Should Know About Glenn Martin Plan," August 1956.
"U.S. May Spend $1.2 Billion On Guided Missiles [From *Martin Missile Magazine*]," August 31, 1956.
"Martin Plant To Have 2 Big Parking Lots, 600 Phone Extensions, Economy Cafeteria," September 1956.
"Martin Plant Designed For Conversion To Peace Uses If Missiles Not Needed; Titan To Fly 18,000 Mph; Won't Leave Ground Here," October 1956.
"300 Martin White-collar Workers Will Move To Kassler Plan Nov 30; Factory Will Commence Making Guided Missile Frames In 75 Days," November 1956.
"Martin Seeks World Market For Nuclear Power Systems," November 1956.
"800 To 900 Glenn Martin Co. Families Now In The Englewood-Littleton Area," December 1956.
"Employment At Kassler Is Now 1,400, Martin Reports," January 1957.
"Photo And Cap ; Here's Where Martin Will Test Missile," March 1957.
"Multiple Chain Wrecks Commuting To Martin," May 1957.
"Martin Plant Will Entertain 5,000 Folks [At Elitches]," June 1957.
"Martin's Florida Missile To Replace Heavy Artillery," June 1957.
"Good Recreation Program Offered Martin Employees," August 1957.
"Young Man From Maine To Head Martin Missile Plant," August 1957.
"Exacting Tests Under Way On Missile's 300,000 Parts," November 22, 1957, Page 6.
"Martin Co. Passes 5,000 Employe Mark; To Test Engine At Kassler

In Few Days; Missile Firm Invests $17 1/2 Million; U.S. Air Force Spends $27 Million," December 6, 1957, Page 1.
"Where Titan ICBM Is Being Made 5,600 Feet Above Sea," January 17, 1958, Page 1.
"Martin Propulsion Expert To Head Rocket Society," February 14, 1958, Page 1.
"Listen For Noise Of Titan Engine; Test Coming Soon," February 21, 1958, Page 1.
"Titan Engine Fired Without Being Heard In L," March 7, 1958, Page 1.
"700 Martin Workers Moving To Old Heco Plant In Littleton; Missile Firm Purchases Factory Here For $300,000," March 7, 1958, Page 1.
"Wraps To Be Taken Off Titan Missile Very Soon, Gen. Schriever Tells Press; Launching Site Won't Make Denver A Target -- It Is Already One!," March 14, 1958, Page 1.
"60% Of Martin's $795 Million Backlog Is In Missiles And Associated Items; Company Sales Up 18% In 1957; Net Income Declines $960,000," March 21, 1958, Page 1.*
"Martin Co. Sends Shuttle Bus Here; 13 Trips Daily," April 4, 1958, Page 4.
"Martin Workers Arrive 30 To 60 Minutes Earlier," May 9, 1958, Page 5.
"$36 Million Will Be Spent On Titan Site Here," May 23, 1958, Page 6.
"Martin Co. Denies Major Change At Prince Ave," January 9, 1959, Page 1.
"Director Arranges 27 Activities For Martin Employes," April 3, 1959, Page 2.
"Bowling Draws 1,200 Martin Workers And Family With 198 Teams Formed," April 3, 1959, Page 1b.
"Meet The 14 Men Who Direct 8,000 Martin Employes In Making The Mighty Titan ICBM," April 17, 1959, Page 3a.
"Martin Co. Scientists Reveal How Satellites Will Rendezvous In Space; Space Platform 500 Miles Above Earth Will Control," June 19, 1959, Page 5a.
"Martin Moon Ship Unveiled; 11 Titans In 200-ft. Cluster," June 26, 1959, Page 6.
"Titan Activation Division Means 5,000 More Jobs," June 26, 1959, Page 5.
"Martin Directors Predict Saturn's Flight In 1962," September 4, 1959, Page 6a.
"Windows Rattle In Littleton During Static Titan Test," January 15, 1960, Page 1.
"Martin Expansion Planned," May 20, 1960, Page 5.
"Martin Leases May Co.; Might Still Make Deal Here," June 10, 1960, Page 1.
"Titan II Contract To Require 2,000 More Martin Workers By Year's End; 60 Titan I Missiles To Be Placed In Six Squadrons," June 24, 1960, Page 1.
"1,875 Martin Folk Live Here, Chamber Of Commerce Is Told; 34% Of Titan Employes Get $22 Million In Pay," July 23, 1960, Page 1.
"How Titan Complex 15 Miles East Of Littleton Looks (Drawing) ," October 7, 1960, Page 6.*
"Martin Undecided About Keeping Space In Littleton Office Building. Next Year," October 21, 1960, Page 4.
"Martin Co. Leases 81,000 Square Feet Here For Parking," November 4, 1960, Page 1b.
"Martin Chief Says: 'Ready For Peace'," January 20, 1961, Page 2a.*
"Martin Plans Build-up Of Space Study; Establishes New Research Department," May 5, 1961, Page 6a.
"30,000 To 35,000 Are Expected At Martin Picnic This Saturday Lakeside]," July 21, 1961, Page 1.
"Martin May Merge With Marietta Company," September 15, 1961, Page 6.
"Looks For Friendly Space Rivalry; Martin Company Chief Hopes Space Won't Be Used For War Bases," October 6, 1961, Page 8a.
"Martin-Marietta Is New Company As Giants Merge; 50,000 To Be On Payrolls," October 13, 1961, Page 1.
"Martin To Vacate Littleton Building," November 3, 1961, Page 2.
"NBC To Include Littleton On TV Defense Program," January 12, 1962, Page 4a.
"Martin-Baltimore Drops 2,500 Skilled Employees," January 19, 1962, Page 1.*
"56,000 Martin-Marietta Employes Hit $1.2 Billion [Revenue]," March 16, 1962, Page 3.
"Bases For The Littleton-Made Titans," June 8, 1962, Page 2a.
"U.S. Astronaut, Lt. Cmdr. Scott Carpenter Visits Martin Titan Plant At Waterton," June 15, 1962, Page 6a.
"U.S. Atomic-powered Satellite Completes First Year In Orbit," June 29, 1962, Page 4a.
"300 Scouters And Parents To Tour Martin Co. Before Annual Recognition Dinner," September 14, 1962, Page 1a.
"Martin Manager Heads Boy Scouts," November 9, 1962, Page 6.
"These Are Top Men At Martin-Denver Where Titan I, II, III Are Manufactured," December 7, 1962, Page 1.
"Martin Set For Titan III, U.S. Space Launch Vehicle [Photo]," March 1, 1963, Page 7.
"Littleton Plant Designs And Makes Electronic Equipment," May 3, 1963, Page 1a.
"15,000 See Martin On Family Day," May 24, 1963, Page 6.
"Facts About Martin-Denver; Colorado's No. 1 Industry," May 31, 1963, Page 3a.
"Titan Family Of Weapons And Space Boosters," July 5, 1963, Page 8.*
"12,500 Jobs Seen At Martin [By Year End, Currently 13,300]," September 27, 1963, Page 6.
"Martin Strike Lasts 4 Hours," November 15, 1963, Page 1.
"Martin To Lay Off 250 This Weekend," January 5, 1964, Page 1.
"Martin-Denver Is Awarded $830,000 N.A.S.A. Contract," January 24, 1964, Page 1.
"Attrition And Transfers To Drop Martin Jobs Below 11,000 Mark," February 21, 1964, Page 1.
"Martin's New Computers To Help On Titan," May 22, 1964, Page 2.
"Martin Payroll Hit 10,000 On Monday," June 26, 1964, Page 1.
"Martin Employment Now Stands At Around 7,000," December 4, 1964, Page 1.
"Martin Company Ships Third Titan III Space Booster To Cape Kennedy, Fla," December 25, 1964, Page 3.
"100 Men At Martin Prince Plant Work On 'Stationery' Satellite; Vehicle Would Remain At Fixed Point Above Earth," July 23, 1965, Page 1.
"McVicker Predicts Long Life For Titan In Space Programs," November 12, 1965, Page 1a.
"Martin Man Suggests Cone For Space Trip," November 12, 1965, Page 2-1.
"Martin Co Orders $2.5 Million Items From Chicago Firm," February 4, 1966, Page 1.
"Brochure Issued On Martin Plant Says $500,000 Spent On Property," May 13, 1966, Page 5.*
"Martin Marietta Is On The Move At L," June 15, 1967, Page 6.
"Contract Set With Martin -Marietta Corp. For Apollo Application Program Of N.A.S.A," July 27, 1967, Page 1.

**Ramo-Wooldridge Corporation**

"Hathaway's Latest Invention Tells Magnitude And Direction Of Strain; Littleton Man's Company Ships First Electronic Device To Hampton, Va.," March 31, 1950, Page 1.*
"The Big Four [Men] At Ramo-Wooldridge," December 1, 1955.
"Big Electronics Firm Options 800 Acres Here For Factory; Barren Area Southeast Of Curtis School Picked As Location," December 2, 1955, Page 1.*
"12 Facts About Ramo-Wooldridge," December 2, 1955, Page 1.*
"Ramo-Wooldridge Company Zoning OK'd; Electronics Plant To Be Ready In Fall," January 1956.
"Ramo-Wooldridge To Hire 200 In 1957, 500 By 1958, And 1,000 At End Of 1959; Women's Manual Dexterity Praised By William Vance," August 1956.
"Business Week Features Ramos-Wooldridge Electronics Firms With

Littleton Plant," January 3, 1957, Page 7.*
"42-inch Sewer Line To Ramo-Wooldridge Can Serve City Bigger Than Englewood," May 1957.
"Ramo-Wooldridge Opens Littleton Plant With 100," October 25, 1957, Page 1.
"Company Formed By Thompson Products, Ramo-Wooldridge To Make Computer," December 27, 1957, Page 1.*
"Computer And Intelligence Devices May Be Vital To Survival, Say Ramos," February 7, 1958, Page 2.*
"To Pick Up Radar Signals," April 25, 1958, Page 8a.
"Ramo-Wooldridge To Make Digital Computer For S.o.," September 19, 1958, Page 5.
"Ramo-Wooldridge Expands From 4 To 4,000 Employes In Five Years," September 26, 1958, Page 3a.
"Thompson Ramo-Wooldridge Co. Now Has 400 On Payroll Here; Expects 500-600 By December 31," July 31, 1959, Page 2.
"Ramo-Wooldridge Lay-off Notices Revive Sale Rumor," January 2, 1960, Page 3.
"What Good Is The Moon To America?," January 8, 1960, Page 2a.*
"A Genius Foresees Automatic Society," January 15, 1960, Page 7.
"Ten Top Ramo Jobs For Local Men," April 29, 1960, Page 4b.
"Science, A Favored Son," June 24, 1960, Page 2a.*
"385 Ramo Workers Plan Open House," October 7, 1960, Page 8.
"Ramo May Keep Littleton Plant For Brighter Day," March 24, 1961, Page 6b.*
"Ramo Close Plant June 30," June 16, 1961, Page 1.
"Martin Chief Talks To Office Women; Schools Must Train Secretaries For The Space Age," October 20, 1961, Page 2.*
"The Machine Take-over," February 16, 1962, Page 2a.*
"Public Can't Tell Scientist From Engineer, Says Ramo," July 6, 1962, Page 5a.
"Martin Computers Here To Join With Baltimore Center," September 28, 1962, Page 1.
"Giant Siren Used To Test Gemini Spacecraft Window," June 5, 1964, Page 1a.
"Computer Operations Begin At Honeywell's Littleton Plant," June 10, 1966, Page 2a.
"Air Force Consultant To Talk At L.H.S. About Computer Registration," February 23, 1967, Page 4a.

**Minneapolis-Honeywell Regulator Company**
"Welcome New Industry," December 15, 1961, Page 1a.
"Honeywell Co. Is No. 2 Employer As Littleton Plant Operates.," January 19, 1962, Page 1.*
"Honeywell Adding Space For Growing Plant Here," October 4, 1963, Page 5.*
"Honeywell To Employ 100 In New D.T.C. Sales Office," November 15, 1963, Page 3.*
"Honeywell's Payroll Puts $6,750,000 Into Colorado Economy Each 12 Months," November 27, 1964, Page 1.*
"Honeywell Submits Bid For County To Lease Computer," February 2, 1967, Page 1a.
"Local Honeywell Plant Aids Rocket Research At Purdue," February 23, 1967, Page 6a.
"Honeywell, Norgren Are Littleton's Biggest Employers," August 24, 1967, Page 5a.

**C. A. Norgren Company**
"No Building Now C.a. Norgren Says; Proposal To Englewood Council Only Step In Company's Long Range Planning," August 20, 1948, Page 1.
"Littleton Asked To Rezone 20 Acres For Norgren Co," January 4, 1957, Page 1.*
"Norgren Pledges Littleton Best In Industrial Parks," January 1957.
"Planning Commission To Recommend Council Approve Industrial Park Zone; Town Board To Discuss Class For Metron And Norgren Tonight," February 8, 1957, Page 9.*
"Work Begins Here On Plating Plant For Norgren-Stemac, Auto Nameplate Firm; Fourth Of 30,000 Sq. Fort. Unit To Be In Operation July 1," April 19, 1957, Page 3.*
"Kirchhof To Build Norgren-Stemac Littleton Plant," April 26, 1957, Page 1.*
"Article On Chamber Manufacturing Exhibit," July 1957.
"Norgren-Stemac Co Starts Plating Plant This Month," September 1957.
"Norgren Employes Share $93,646 Of Company's Profit," December 19, 1958, Page 7.
"C.A. Norgren Co. To Use Norgren-Stemac Plant; Nameplate Work Ceases," January 8, 1960, Page 1.*
"Norgren May Begin Planning Soon On Addition Here," November 3, 1961, Page 1.
"Norgren Plans $1.4 Million Littleton Factory Expansion; To Sell Englewood Plant After Move Jan 1., 1964," December 14, 1962, Page 1.
"Rendering And Caption Littleton Has World's Largest Plant For Compressed-air Accessories," December 21, 1962, Page 6.
"Norgren Licenses 4th Plan Abroad; Tokyo To Make Pneumatic Products," August 2, 1963, Page 1.
"Littleton Public Invited To Open House At Norgren Co," April 17, 1964, Page 5a.
"The Efficient Norgren Factory Wins Award "Ten Top Plants Of The Year" By Factory Magazine. Out Of 1,500," May 14, 1965, Page 5.
"Martin-Norgren Team Up On Fluidic Devices," September 30, 1966, Page 1a.

**Other Littleton Industry**
""Western Buckles Are Make Here
Bonebrake Family Produce Sterling Silver And Nickel Jewelry For Belts"," March 14, 1947, Page 6.
""Hobby Of Toy-making Turns Into A Profitable Business For Westbys; Littleton Family Makes Rocking Horses, Toy Furniture And Carts; Westby Toy Workshop At 530 S. Curtis Ave In Littleton," March 28, 1947, Page 1.
"Young Couple Start Local Business; "Yours Beautiful' Cosmetics Made In Their Rafferty Gardens Home.," July 25, 1947, Page 1.
"Jewelry Making Is New Industry In Town," November 14, 1947, Page 1.
"Chenille Making Is New Industry," December 19, 1947, Page 7.
"Small Woodcraft Firm Manufactures Artistic Pine Furniture At Littleton; George Preble Beginning To Furnish Low-cost Homes Before They Go On Sale," February 20, 1948, Page 8.*
"Edwin Watson To Put Up Laundry At 240 West Alamo," May 12, 1950, Page 1.
"New Co Opens To Make Shutters & TV Cabinets Windsor Mfg. Co Between Curtis And Rapp Ave In The 200 Block S," April 1954.
"Minnesota Men Start Construction Firm At Littleton [Felt & Schon]," July 1954.
"Gilmore Puppets Are Hobby Grown Into Fort Job For Local Couple.," November 1954.
"Crowley Bros. Building $30,375 Greenhouse Here," November 1954.
"30 Employees At Red Bird Farm [590 S Lincoln Ave, Littleton] Prepare 13,000 Broilers Weekly For Market; Chickens And Turkeys Of Littleton Plant Sold To Groceries And Cafes," December 1954.
"Ready-Mixed Concrete Co. To Open Soon At Littleton Bowles And Watson Just West Of River," June 1955.
"Broadmoor-Woodlawn Assn. Plan To Oppose Metron," March 1956.
"Metron Promised Water And Sewer From Littleton," March 23, 1956, Page 7.
"Development Companies Oppose Flanagan Batching Plan Near Columbine Club," June 1956.
"Open House At Red Bird Draws 700," October 1956.
"Metron Co. Won't Build Plant At Littleton Soon," March 21, 1958, Page 3.
"Residents Seek Injunction To Halt Gravel Firm," October 3, 1958, Page 1.*
"Ragsdale Builds Home On Santa Fe," March 20, 1959, Page 2.

"Platte River Yields Gravel And Sand For Construction," July 10, 1959, Page 1a.
"Western Concrete, Builder Of Martin, Opens Transit-mix Plant Near Ramo," August 12, 1960, Page 1.
"Shuttercraft [Wood Products Inc.] Corp. Plans New $45,000 Structure," December 30, 1960, Page 1.
"Shuttercraft Co. Does Big Volume In Louvered Doors," March 24, 1961, Page 1.
"Gates May Produce 13% More In 1962," December 29, 1961, Page 5a.
"Main Street Firm Makes Gun Scope Cross-wires," November 8, 1963, Page 8a.
"Gates Rubber Is Making Decision On Industrial Park," February 18, 1967, Page 1.
"Littleton's Newest Industry Reaches Quarter Billion Class," March 16, 1967, Page 1.*
"Gates Plans Five 1-story Buildings On 490-acre Site; 700 Families Already Live In Littleton-Englewood Area," May 18, 1967, Page 1.*

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"Housing Costs Are Up Less Than Many; Sherman Berge Says Only 2,617 Pre-fabricated Homes Built Last Year," June 6, 1947, Page 1.
"Aluminum Homes Made By Fox & Co. Studied By Town;; Houses Can Be Ready For Occupancy In 35 Days' Time," January 9, 1948, Page 1.*
"Fox & Co Of Littleton Ships Five Unassembled Homes To Argentina; Aluminum Residences Going To New Orleans By Flat Car, Thence To Buenos Aires," March 19, 1948, Page 1.
"(Photo) Fox & Co Homes Starting Journey.," March 26, 1948, Page 1.
"Fox & Co. May Ship 1,000 Aluminum Frames For Homes To South America; David Feldman Returns To Littleton After Establishing Bogota Office For Metal Buildings And Supply Inc.," April 16, 1948, Page 1.
"Littleton House Flow To Bogota," August 6, 1948, Page 1.
"Labor Leaders And Building Codes Hike Home Cost, Declares Babson; Endorses Walter Reuther's Suggestion Of Pre-fab Houses With Year-around Employment," May 27, 1949, Page 7.
"Littleton Factory Uses Assembly Line For Making Pre-fab Homes," June 3, 1949, Page 1.*
"Littleton Factory Is Making 2 Or Three Homes Per Week," April 13, 1951, Page 1.*
"Fox Metal North Of Littleton Making Fume Hoods For Atomic Research," August 1, 1952.
"Fox Metal To Make Bins For Farmer And Pre-fab Homes; New Yorker Takes Over Plant Near For Logan," September 1, 1952.
"Fox Metal Products To Make Gibson Tractors, Formerly Made In Longmont," June 1, 1953.

**Verticel Company**
"Littleton Men Turn Paper Into Radar Domes, Homes," December 12, 1958, Page 5a.*

**American Machine & Foundry Company**
"American Machine & Foundry Picks Littleton," December 15, 1961, Page 3a.
"AMF [American Machine & Foundry Co] Will Occupy Twelve Floors In New York City [New Madison Square Garden]," February 23, 1962, Page 3a.

**Heckendorf Construction**
"Yeager Will Erect $53,000 Plan To Supply Farmers; International Harvester Dealer Begins Largest Project Since Heco Finished Building," January 9, 1948, Page 1.
"Heckendorf Wins Master Farmer Title On NBC Radio Show Staged In Chicago; Will Attempt To Win More Prizes On Return Trip Either July 11 Or July 18," July 2, 1948, Page 7.
"Heckendorf Tells How Climax Mine Came Into Being [Still Retains In Stock In Climax]," January 28, 1949, Page 3.
"Heckendorf & Son Buy 87,000 Acres Of Trinchera Ranch Include Mt. Blanca, 3rd Tallest Peak In State," June 16, 1950, Page 1.
"Heckendorf Builds Woodwork Shops Into Town's 4th Largest Industry," May 4, 1951, Page 1.
"Heckendorf Built Shop On Dragline Profits," April 1956.
"Climax Discoverer E.g. Heckendorf Dies In 86th Year," June 1956.

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"Bingo Company To Building Here [South Broadway At Layton Ave]," November 12, 1948, Page 1.
"Ernest Conrad Pushes Bingo Sales Close To Quarter Million Dollars; Local Business Is Incorporating To Handle Overseas Orders," April 21, 1950, Page 1.
"Bingo Business Makes Conrad Expand Warehouse," February 8, 1952, Page 1.
"Ernest R. Conrad Incorporates New Company To Sell Automatic Fire Control Equipment," February 29, 1952, Page 1.
"E.R. Conrad Pays $21,000 Postage In Seven Months [Bingo King And Fire King]," August 19, 1960, Page 5.
"(Photo And Caption) 30,000 Littleton Bingo Cards To Keep GI's Happy Abroad [S Korea And Japan]," October 7, 1960, Page 1.
"Bingo King Leases New Building In Englewood," June 15, 1962, Page 6.
"[Ad] Update On History And Current State Of Fire King And Bingo King, Now In Englewood," December 20, 1963, Page 3.

**Industrial And Office Parks**
"Rio Grande Sees Platte Canon Rd. As Factory Site," January 12, 1951, Page 1
"Santa Fe Plans Land Use Study On Industrial Park," March 20, 1959, Page 5.
"Here Is How Railroad's Industrial Park Looks At 60% Mark," March 24, 1961, Page 2.

**Koelbel Industrial Park**
"Here's How Industrial Park Near Littleton May Look," April 5, 1957, Page 1.*

**Denver Technological Center**
"Tech Center Develops Rapidly (Photo)," May 18, 1967, Page Realty Section.

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**Intermountain Rural Electric Association**
"Intermountain REA Debt Limit Now Five Million (Annual Meetings, Future Meetings To Be Held In Littleton Coop Offices, Listing Of Directors)," February 7, 1947, Page 1.
"Local REA Has Home Agent To Serve 9 Counties," July 25, 1947, Page 1.*
"REA Administrator Claude Wickard ," August 22, 1947, Page 6.
" Electricity Use On Farms Gains While Phone Service Drops, Wickard Says," August 29, 1947, Page 7.*
"$580,000 Loan Made To REA," March 26, 1948, Page 1.
"REA Gives Green Light To Proceed With New Plant," June 4, 1948, Page 1.*
"$100,000 REA Loan To Erect Building," June 25, 1948, Page 1.
"New IREA Building (Ad)," August 20, 1948, Page Back Cover.*
"110 At REA Party Given At School," December 24, 1948, Page 5.
"Stenmark Gets REA Contract," March 25, 1949, Page 1.*
"REA Building To Be Ready Dec. 1," November 25, 1949, Page 6.
"IREA Building Now Occupied," December 1, 1949.
"REA Building Is Now Being Used," December 9, 1949, Page 1.
"REA's Tower If 125 Feet In Sky; Littleton Office Can Talk By Radio

To Trucks 100 Miles Away," December 23, 1949, Page 1.
"REA Staging Big Doings On Feb. 7; 4,200 Members Invited To Dedication Of Littleton Building," January 27, 1950, Page 1.
"$2,344,000 REA Has New Headquarters Here," February 3, 1950, Page 1.
""Welcome REA Members; Stockholders From Nine Counties To Spend Tuesday In Littleton; $100,000 Intermountain Building Will Be Dedicated Following Venison Barbecue"," February 3, 1950, Page 1.
"It Was A Great Day For REA Members," February 17, 1950, Page 3.
"U.S. Loan To Increase REA Service; Co-op Will Serve 5,032 Consumers," October 13, 1950, Page 1.
"REA Starts $60,000 Warehouse Building," October 17, 1952, Page 1.
"Neighbors Object To REA Warehouse, Compromise Made," November 7, 1952, Page 2.
"Home Economist Joins REA Staff," April 1955.
"Civic Groups May Use REA Room," September 1955.
"REA Kitchen," May 1956.
See *Appendix C* for a more extensive history of the Intermountain Rural Electrific (IREA) Association and a detailed evaluation of the historic and architectural significance of the IREA Headquarters Complex by architects Eugene G. Groves and Eugene D. Sternberg at 2100 West Littleton Boulevard.

**Title Guaranty Company**
"Title Guaranty Co To Start Office Building On May 1," April 14, 1961, Page 1.
"$200,000 Title Guaranty Building To Hold Formal Open House Here Soon," October 13, 1961, Page 6a.*

**American National Insurance Company**
"American National Insurance Company Erecting $100,000 Office Building; Completion Set For Aug. 1 South Of Arapahoe Bank," May 19, 1961, Page 1.

**Office Buildings For Lease**
**Court House Professional Building**
"Littleton To Have First Firm Of Architects In Near Future ," July 15, 1955, Page 1.
"Sternberg Seeks Rezoning For Architect Office," August 1955.*
"Building Near Courthouse Plans Sunken Garden," August 7, 1959, Page 2.
"In This Beautiful Building… 492 Littleton Boulevard, Coming November 22 (Ad For Thebus Pharmacy)," November 20, 1959, Page 5a.*

**Other Office Buildings**
"Planning Board Approves Offices For Littleton Blvd.," November 21, 1958, Page 7.*
"Here Is $250,000 Office Building For Littleton Blvd.," December 19, 1958, Page 1.*
"Hamilton Funds Invites Public To View Building," June 19, 1959, Page 1.*
"Ad For New Littleton Office Building," June 19, 1959, Page 5.
"[Ad] New Littleton Professional Building 709 W. Littleton Blvd.," July 20, 1962, Page 2.
"Office Building Changes Skyline," July 27, 1962, Page 6a.
"Ambrose-Williams Building Office On Littleton Blvd.," February 1, 1963, Page 1.
"U.S. Now Has 52 Workers In $5,000-A-Month Building," September 6, 1963, Page 5.
"Bell Center Offers Prizes Saturday For Grand Opening," December 6, 1963, Page 5.
"Littleton Boulevard's Newest Business," November 20, 1964, Page 5.

**Society, Community And Family**
**Littleton Prior To 1949**
"Sam Ephraim, Last Horse-&-Buggy Shopper, Found Frozen In Lonely Shack On Belleview," February 9, 1951, Page 1.
"Commerce Comment 'Growing Up Gracefully'" November 8, 1957, Page 5.*

**Suburban Life In Littleton 1949 To 1967**
**The Red Scare, Cold War, Arms Race, Space Race, And Civil Defense**
"We're So Scared," April 4, 1947, Page 1.
"President's Wife Comes To Littleton; First Lady Of Land Is Just Plain "Aunt Bess" To Niece And Nephew; Visits Brother, D.F. Wallace And Family In Cherry Hills.," July 18, 1947, Page 1.
"What Every Citizen Should Know About The Defense Of This Nation.," October 31, 1947, Page 4.
"The Hollywood Investigation," October 31, 1947, Page 4.
"Communists," January 2, 1948, Page 4.
"The F.B.I. And A Conservative Radio," March 12, 1948, Page 4.
"Littleton Man's Instruments Used In Atom Bomb And V-2 Experiments [Claude M. Hathaway]," June 25, 1948, Page 6.
"Communists," August 6, 1948, Page 4.
"America Is Ready, Writer Says," December 24, 1948, Page 1.*
"Senator McMahon Tells Colorado Editors U.S. Puts $2 Million A Day On Atom," February 4, 1949, Page 1.
"200 Atomic Bombs Will Result In Radioactivity Deaths Of Human Race Within 30-year Period, Doctor Says; Fort. Logan Authority Tells Rotarians How Next War Can Make Victor And Vanquished Extinct," February 11, 1949, Page 1.
"An Editor's Beliefs [To Reveal Ideology -- Not Communist]," July 8, 1949, Page 6.
"A Time For New Thinking," February 17, 1950, Page 6.
"Assembly Likely To Open Red Hunt In State Colleges," February 9, 1951, Page 6.
"Two Threats To Littleton," March 2, 1951, Page 6.
"The Light Burns Brighter In Boulder," April 27, 1951, Page 6.
"Ike Vacations With Norgren, Nielsen," July 1952.
"Air Raid Siren To Wait For 3 Minutes On Friday Announcing Civil Defence Rally At 8 PM; All Families Urged To Go To High School And Learn Of Plans In Case Of Disaster," December 1952.
"Stop Testing The Bomb," July 1954.
"Red Comet President Has Lunch With Ike; Invites Employers With Workers," October 1954.
"Ike Visits In Littleton; Marshall Norling Introduces President To Red Comet Employes On Short Stop; Last Chief Executive Honored Town In 1911; Taft Spoke On Main St," October 1954.
"Next War May Make 4th Generation Unable To Reproduce, Says Dr. Lanier," July 1955.
"Littleton Area People Advised To Study These H-bomb Ideas," August 1955.
"What The Projects Mean To Us," December 2, 1955.*
"Norling Of Red Comet To Head Republican Party Of Colorado $100/plate Dinner "Salute To Eisenhower" At Shirley Savoy Hotel," January 1956.
"Orders 165,000 Fallout Detectors," March 23, 1956, Page 9.
"Aliens On The Campus," May 1956.
"Littleton Watches H-bomb Debate As President Promises Statement; Local Parents Worried By Radioactive Dust On Kids," October 1956.
"Terry Crandall To Head Civil Defence; To Put Plane-spotters On Town Hall," December 1956.
"We Are Facing A Danger Unlike Any Danger That Has Ever Existed (Ad By The National Committee For A Sane Nuclear Policy)," January 3, 1957, Page 4.*
"Public Urged To Attend Ceremony Of Defense Post [Ground Observer Corps Observation Post]," March 1957.
"On The Hollywood Blacklist," May 1957.
"Johnson Urges Shelters Financed With U.S. Funds," June 7, 1957.
"The Communist Manifesto," June 1957.
"Men Who Have Job Of Keeping U.S. Strong In Defense," November 15, 1957, Page 7.
"-- Spies Of The Cia," November 15, 1957, Page 2.

"Soviets Can Now Fire ICBM And Hit Denver, Stine Says," November 22, 1957, Page 4.*
"Where On Earth Is New York," December 6, 1957, Page 6.*
"It Was No Surprise," January 17, 1958, Page 2a.*
"Ike Makes It Safe To Talk Of Peace Again, Says Crofts," January 17, 1958, Page 6.*
"We've Failed If ICBM Is Used,' Herron Tells Rotary," March 21, 1958, Page 1.*
"H. D. Members See Bomb Shelter," May 30, 1958, Page 7.*
"Basement Shelter (Rendering)," May 22, 1959, Page 6.*
"Air Raid Siren Sound Difference From Fire Alarm," August 14, 1959, Page 4.*
"The Unseen Danger," September 11, 1959, Page 2a.*
"See It At Arapahoe Bank," January 15, 1960, Page 1.
"Emergency Power Unit At Firehouse Operated During Civil Defense Alert," May 6, 1960, Page 7.*
"Town Hall Roof Leaks Near House Built For Defense," May 13, 1960, Page 1.
"Favor World War III ," June 24, 1960, Page 2a.*
"Basic Rules For Survival Program Are Stay Calm And Await Instruction," July 8, 1960, Page 5.*
"Listen For Air Raid Siren On July 29, Easton Says," July 15, 1960, Page 1.
"City's Civil Defense Vehicles," August 26, 1960, Page 6.
"Population Explosion (Political Cartoon)," November 11, 1960, Page 2a.*
"America's Treatment Of 'Subversives'," November 11, 1960, Page 2a.*
"Civil Defense Meeting Friday," December 2, 1960, Page 1.
"Keep These Foods In Basement In Case Of Nuclear Attack (Photo)," December 16, 1960, Page 8a.*
"Verne's Moon Rocket Guess Preceded 'Apollo' Lunar Flight Study By 100 Years," January 13, 1961, Page 6a.*
"Schools Will Have Civil Defense Plan In Several Weeks," October 20, 1961, Page 6.
"Eisenhower's Warning," November 3, 1961, Page 2a.
"A Scientist's View Of Shelters," November 17, 1961, Page 2a.*
"Hurting Kids' Ambition," December 15, 1961, Page 2a.*
"Shelter Can Be Added For Civil Defense At Eugene Field School," December 15, 1961, Page 2a.
"Identification Tags Can Be Obtained By Euclid Families," December 15, 1961, Page 3a.
"Got Your Fallout Shelter? Let Us Building One For You (Classified Ad)," December 22, 1961, Page 4.
"Littleton Engineers Seek Buildings To Stop Fall-out," December 29, 1961, Page 1a.*
"Parental Confidence Shields Children From War Worries," December 29, 1961, Page 8.
"Fall-out Shelters In Arapahoe Can Protect Fraction Of People," March 2, 1962, Page 1a.
"4 Radiation Teams Can Now Handle Local Emergencies," April 27, 1962, Page 1a.
"Littleton's Community Fallout Shelters Could Not Be Activated For Another Year," October 26, 1962, Page 1.*
"Officials Listed 18 Buildings As Possible Shelters," October 26, 1962, Page 6.
"Buses Could Not Carry All Students In An Emergency," November 2, 1962, Page 1.
"Crisis Meeting," November 2, 1962, Page 1.
"Here's How To Prepare Your Home For Possible Nuclear Emergency," November 9, 1962, Page 7a.
"Cuban Crisis Spurs Interest Here In Medical Self-help Course And Kit," January 4, 1963, Page 3a.
"Teaching About Communism," January 25, 1963, Page 2a.
"Think Ahead! (Public Service Company Of Colorado Ad)," February 1, 1963, Page 4a.*
"Littleton Military Expert Sees Spread Of H-bomb, But Little Danger Of Use," April 12, 1963, Page 6.
"How Disarmament Can Mean Opportunities For U.S. And World," October 11, 1963, Page 2a.*
"Colorado Gets 29% Of Personal Income From Defense," October 11, 1963, Page 6a.
"America Must Ask More Of Its Students, Rozek Says," October 18, 1963, Page 5.*
"3 Fallout Shelters Stocked With Food; Total Capacity 686," February 7, 1964, Page 2.
"Learning About Reds [Ed]," March 27, 1964, Page 2a.
"Littleton Girl [Eileen Rodell] First To Win National Science Fair Trip," April 17, 1964, Page 1.
"A County First In Colorado To Get Civil Defense Hospital," July 17, 1964, Page 1.
"Atom Smasher May Be Erected East Of L," May 14, 1965, Page 1.
"Dr. Condon Assures Littleton A-smasher Can't Hurt Town," May 6, 1966, Page 1.
"Civil Defense Seminar Set," February 9, 1967, Page 1a.
"L.H.S. Grad Of 25 Years Ago Now N.A.S.A Guidance Expert," February 23, 1967, Page 1.*
"The Tidings Of 1967," March 2, 1967, Page 2a.*
"Home's The Best Place To Survive Fall-out," June 15, 1967, Page 5a.

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"The Negro And Spanish-American," October 28, 1949, Page 6.
"Migratory Work And Racial Bias Handicap Spanish," February 17, 1950, Page 1.
"It Happened In Littleton," June 30, 1950, Page 6.
"140,000 And Growing Each Year," July 21, 1950, Page 6.
"Famous Negro Will Talk In Denver (Dr.. W.E.B. D.U. Bois, Co-founder Of The N.A.A.C.P.)," September 14, 1951, Page 1.
"Littleton Women Raising Funds For 31 Negro Colleges," May 1955.
"Church Finds Hope For Integration In Words Of Southern Minister's Wife," March 14, 1958, Page 4.
"Colorado's Shame," July 25, 1958, Page 2a.*
"Goals Of The Editors," November 28, 1958, Page 2a.*
"Way Down South (Political Cartoon)," June 5, 1959, Page 2a.*
"Bigots Over Forty," August 7, 1959, Page 2a.
"The Lunatic Fringe [John Birch Society]," June 30, 1961, Page 2a.
"Chief Drake Urges Action; Sex Deviates Are Dangerous Menace; Need Early Rehabilitation Treatment," July 7, 1961, Page 6a.
"All-points Bulletin Issued Wednesday For Arrest Of Former Police Chief; Drake Charged With Larceny And Converting City Funds," October 13, 1961, Page 1.
"Average Littleton Unit Has 4.9 Rooms And 3.3 People," November 3, 1961, Page 5.*
"Littleton Women To Help Raise $30,000 For Negroes," May 4, 1962, Page 1.
"Realtors Choose Lady President For First Time," October 5, 1962, Page 1.
"The Negro In America," November 16, 1962, Page 2a.
"Bi-racial Park Hill Shows Real Estate Values Can Be Maintained, Club Hears," September 13, 1963, Page 5.*
"Negro Leader To Address Pastors," September 27, 1963, Page 4a.
"Reader Letter Littleton Should Invite Minorities, Reader Declares," October 4, 1963, Page 2a.
"Negro Leader To Speak At Rotary," November 29, 1963, Page 1.
"Negroes Want Identity As Individuals, Says Owens," December 6, 1963, Page 8.
"Martin Luther King To Speak To Littleton Civic Leaders," January 10, 1964, Page 1.*
"Realtors' Board Backs Up Sally Bessette In Attacks From Anti-Negro Group," February 14, 1964, Page 1.
"Negro Leader Sees 'New Spirit Of Determination' In Civil Rights Drive," February 28, 1964, Page 4a.
"Rumors About Negro In Southglenn Are False," February 28, 1964, Page 1.
"Evaluations Of Conference Reveal Differing Views," February 28, 1964, Page 6.
"Council To Show TV Documentary On Race Prejudice," April 10, 1964, Page 7.

"Discussion Groups' Report: Local Schools Should Take Stronger Role In Teaching Children About Discrimination," May 15, 1964, Page 1.
"Core, Etc., Aren't Helping Negroes Buy Homes Here," August 14, 1964, Page 2a.
"Fair Housing Changes," December 18, 1964, Page 2a.*
"Dr.. Davis And Mrs. Fraser Declare Housing Law Is Not Adequate For Minorities," January 29, 1965, Page 5b.*
"Council On Religion And The Homosexual," November 12, 1965, Page 2a.*
"Channel 6 Will Show The History Of Negro People," November 19, 1965, Page 2a.
"Seven Reports From Suburbs; 60 Negroes And 29 Spanish Enter Discrimination Complaints," November 26, 1965, Page 3-1.*
"Negro Families Are Finding Acceptance," December 10, 1965, Page 5a.
"Negro Family Status," February 11, 1966, Page 2a.
"Human Relations Meet To Draw Over 250 To L," February 25, 1966, Page 1.*
"550 At Conference; Spanish-named Community's Cultural Differences Are Hundred Of Years Old," March 4, 1966, Page 1a.*
"Eleven Negro Families," May 27, 1966, Page 2a.
"Interracial Suppers Attract 100 Couples," October 21, 1966, Page 4.
"Negro Wins Right To Buy Resident In Columbine Knolls," October 28, 1966, Page 1.
"Columbine Knolls Negro's Case Explained To A.E.C. By Dr.. Condon To Help Get $375 Million A-smasher," November 4, 1966, Page 6a.*
"Panel Says Minorities Need Education, New Self Image," December 2, 1966, Page 1.*
"Educating Suburbanites," February 2, 1967, Page 2a.
"Negro Denied Home Moves To Coast; Civil Rights Commission Pursues Case," March 23, 1967, Page 1.
"Marci Martinez To Head Arapahoe Acres Association," May 4, 1967, Page 3.
"Council Lists 7 Ideas To Help Prevent Riots," August 24, 1967, Page 2a.*

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"Unique Beatnik Party Intrigues Aberdeen 'Cats'," October 9, 1959, Page 1a.
"Beatnik Day At Centennial Playground," July 21, 1961, Page 3a.
"Sixteen Country Clubs Now Flourish In Metro Area; Pinehurst Is The Largest," November 24, 1961, Page 3.
"Hawks And Doves To Hear Report On Disputed Book," January 26, 1967, Page 1.
"Arapahoe Junior College Group [Hawks And Doves] To Discuss 'New Morality'," February 9, 1967, Page 5a.
"Professor Debates Idea At Junior College," February 18, 1967, Page 2a.
"Corruption Of The Dream ," February 23, 1967, Page 2a.*
"Arapahoe Junior College Discussion Group To Hear Rev. Graham," March 16, 1967, Page 1a.
"Junior College Forum Learns About New Left Movement," March 30, 1967, Page 6a.*

**The Viet Nam War**

"Littleton Marine Killed At Inchon," September 29, 1950, Page 1.
"18-year-olds Must Register For The Draft," March 17, 1961, Page 5a.
"Former Military Advisor In Vietnam Tells Why Fighting Reds Is Ineffective," October 4, 1963, Page 7.*
"Littleton Grad Back From Helicopter Job In Vietnam," November 15, 1963, Page 8.
"Draft Board Keeps Tabs On Littleton's Young Men," September 3, 1965, Page 1.*
"Bamboo Ponji Stick Wounds Littleton Marine In Vietnam," September 10, 1965, Page 6.
"It's Not The Danger, Man -- It's The Haircut (Political Cartoon)," October 29, 1965, Page 2c.*
"Vietnam War Not Popular," December 31, 1965, Page 2a.*
"March Draft Quote Is 300; Up 50 Pct. Over February," March 11, 1966, Page 1a.
"Normandy Estates Hero Is Credited For Effort On New U.S. Viet Policy; John Vann's Group Made Proposal To Lodge In '65," March 11, 1966, Page 1.
"5,000 Now; 50,000 By 1965?," October 7, 1966, Page 2a.*
"Father's Letter Of Protest Bring General From East," October 7, 1966, Page 1.
"Gilchrist Lost In Vietnam; Third Littletonite This Fall," October 14, 1966, Page 1.
"Aid [Us Agency For International Development] Seeks Workers For Vietnam," October 21, 1966, Page 8.
"D.U. Faculty Members Suggest Aid To Negotiation Of Vietnam Settlement ," November 18, 1966, Page 2a.*
"Dean Rusk At D.U.," November 18, 1966, Page 2a.*
"Religious Groups Asked To Support Changes In Vietnam," November 25, 1966, Page 2a.
"War-caused Inflation May Cost Extra $100,000 To Construct New Junior High," December 2, 1966, Page 1.
"Vietnam Summer Littleton," June 22, 1967, Page 2.*

**Churches And Charities**

"Cloistered Nuns To Establish Convent At Beautiful Benedict Home On Gallup Ave," October 31, 1947, Page 1.*
"Nuns Will Invite Public To Convent Sometime In May," April 2, 1948, Page 5.
"Names Of Those Aiding D.P. Family To Go In Friendship House Cornerstone," July 8, 1949, Page 1.
"D.P. Cornerstone Laying," September 16, 1949, Page 1.
"D.P.'s Coming In 60 Days. Hungarian Exile To Be Wood Pattern Maker At Electron," December 16, 1949, Page 1.
"Littleton Grows Famous Through Friendship House," December 23, 1949, Page 1.
"Meet The Folks Who'll Occupy Friendship House," February 24, 1950, Page 1.
"To Building $30,000 Church Christian Science Modern Arch Corner Lilley St And S Sherman St Facing South," March 17, 1950, Page 1.
"Littleton Pastors Unite To Warm Of Race Track And Other Gambling," May 26, 1950, Page 1.
"Bungalow-type Christian Science Church On Hill," July 28, 1950, Page 7.
"Drive-in Church Opens In Littleton Under Assembly Of God Auspices," July 6, 1951, Page 7.
"19 Acres Site North Of Assembly Of God Camp Bought At $34,275 Price," October 1953.
"St Timothy Episcopal Rendering," May 1954.
"Dedication Of Christian Science Church At S Sherman & Lilley St," June 1954.
"A County Community Chest ," October 1954.
"Ascension Lutheran Church Rendering $45,000 Church," October 1955.
"Community Chest Drive In County Nears Halfway Mark; Littleton Donations Lag," October 1955.
"Work Begins On $75,000 Addition To Carmelite Monastery On Gallup," November 18, 1955, Page 1.*
"Presbyterians To Help Negroes Win Fight In Alabama," June 22, 1956, Page 7.*
"Rev. Gray Presents Gist Of Sermon Denouncing Centennial Race Track," July 6, 1956.
"Eight Churches Circulate Petitions Against Liquor," March 13, 1957.
"Two Hungarian Families Welcomed To L," March 22, 1957.
"Good Friday Cash Going To Colleges For Negro Students," April 26, 1957.
"Arapahoe County Community Chest May Change Name To

"United Fund"," May 10, 1957.
"Model Of Holy Trinity Lutheran Church," June 14, 1957.
"Twelve Littleton Churches Have Expansion Plans," July 5, 1957, Page 7.*
"Jiminy Cricket Visits Arapahoe County Women," August 16, 1957.
"Pete Smythe To Emcee Jaycee Jayne Talent Show," August 30, 1957.
"Methodists Plan Modern Church," November 8, 1957, Page 5.*
"First Unit Of $225,000 Littleton Christian Church Planned; Christian Church Unit Will Seat 170 Now And 400 Later," January 17, 1958, Page 6.*
"Methodist Lots Bought For $20,000 Worth $50,000," February 7, 1958, Page 1.*
"Tamminga Bids $137,800 On New Methodist Church," February 28, 1958, Page 1a.
"Residents Protest Church Building On E. Poplar," February 28, 1958, Page 3.
"TV's Bart Maverick To Help Kick-off County United Fund Drive On Monday," September 26, 1958, Page 2.
"Sugarfoot Delights United Fund Workers As He Fills Maverick's Boots At Dinner," October 3, 1958, Page 1.
"Methodist Church Plans Open House Sunday," January 2, 1959, Page 3.
"Christian Church Members Worship In New Building," January 15, 1960, Page 7.
"Centennial Acres Baptist Services [Dedication]," March 18, 1960, Page 4.
"Episcopalians Move Into New Church; 13 Families Built First Unit In 1956," June 17, 1960, Page 7.
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"What Makes Denver Great," *Volume 2; Denver; A Progress Report of the Greater Denver Area; Supplement to Empire Magazine*, *The Denver Post*, 1957.

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See the City of Littleton website for excellent historical background information on the following topics (and many others):

**Biography of Houstoun Waring**
**Littleton Newspapers**

**From Small Town to Suburb**

- Geneva Home
- Government of Littleton
- Mayors of Littleton
  *George Malcolm, 1948-1952*
  *Norman Granes, 1952-1956*
  *Frank A. Randall, 1956-1957*
  *Albert Nathaniel Williams, 1957-1959*
  *Everett Dawson, 1959-1960*
  *Gordon F. Taylor, 1960-1963*
  *Thomas R. Heaton, 1963-1965*
  *John Kinghorn, 1965-1969*
- Littleton Fire Department
- Littleton Police Department
- Transportation History in Littleton
- Littleton School District #6
- Littleton Schools (by Completion Date)
  *North Elementary School, 1949*
  *West Elementary, 1951*
  *South Elementary School, 1953*
  *(now Ralph Moody Elementary)*
  *East Elementary, 1955*
  *Grant Junior High, 1956*
  *(conversion of original Littleton High School)*
  *Littleton High School, 1955*
  *Euclid Junior High, 1959*
  *Highland Elementary, 1958*
  *Centennial Elementary, 1958*
  *Elizabeth Palmer Peabody Elementary, 1961*
  *Walt Whitman Elementary, 1961*
  *Isaac Newton Junior High, 1962*

*Field Elementary, 1962*
*Mark Hopkins Elementary, 1962*
*Ames Elementary, 1963*
*Franklin Elementary, 1963*
*Arapahoe High School, 1964*
*Carl Sandburg Elementary, 1966*
*Goddard Junior High, 1968 (January)*
- Arapahoe Junior (Community) College
- Parks in Littleton

**From Main Street to Shopping Mall**
- Businesses in Littleton
- Lemcke Market
- Valore Hardware
- Woodlawn Shopping Center
- Centennial Race Track
- The 1965 Flood of the South Platte River
- Hudson Family and Hudson Gardens
- Littleton Post Office

**From the Farm to Outer Space**
- Leyner Engineering Company
- Harleight Holmes / Coleman Motor Company
- Red Comet Manufacturing Company
- Heckethorn Manufacturing Company

**Society, Community and Family**
- Bega, Australia and Littleton, Colorado: Sister Cites Program
- Carmelite Monastery
- Churches
- Biography of Edwin Bemis Family
- Littleton Organizations
- Western Welcome Week
- Ralph Moody

A history of the Littleton Clinic is available from the Littleton Area Historical Society.