

Livermore Heritage Guild

Saving Yesterday For Tomorrow



Livermore Heritage Guild Photo Collection (No. 129)

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Western Pacific Railroad: 100th Anniversary

August 22nd was the hundredth anniversary of a transportation milestone for Livermore and the western United States. On August 22, 1910, the first Western Pacific (WP) passenger train stopped in Livermore en route to Oakland from Salt Lake City, via California's Feather River Canyon. The nation had its final transcontinental railroad line and Livermore its second set of tracks.

The *Herald* reported, "It was greeted with a blare of band music, the waving of hundreds of flags by the school children and the cheering of a crowd aggregating fully 2000 people ... The depot was prettily decorated ... with flags, palms and grape vines," arranged by George W. Meyers and B.F. Budworth. The décor included hay bales, wine casks and cream cans, "which typified the industrial side of the community."

It was a half-holiday in town. The *Herald* noted that train passengers "were hot and tired and had been fairly overwhelmed with fruit ever since they crossed the California line." Livermore added to the cornucopia by sending "a bevy of young ladies" on board to deliver gift baskets containing fruits, nuts and small bottles of wine and grape juice from local wineries (touted as "liquid sunshine" in basket cards), organized by Marshall Pratt.

The locomotive was "No. 94." The engineer was Michael Boyle, well-known locally for his work during the line's construction. Arthur Henry, *Herald* publisher, and Michael G. Callaghan (1870-1944), who helped WP acquire local rights-of-way, boarded the train in Livermore. A huge celebration awaited in Oakland, where factory steam whistles and a triumphal arch greeted the train's arrival on Third St. People lined the tracks in most of Oakland, the train cut through a "rope of roses" and a miles-long parade took place downtown. (*Cont'd on p. 4*)



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A Message From the President

Dear Members,

September 11, 2010

Do you have your tickets to the Annual General Meeting on the evening of Saturday, September 25th? Okay, I don't either, but as soon as I get this written I am heading over to the History Center in the Carnegie building to buy them. I invite you to do the same! This year we are serving ravioli from Strings Italian Cafe. As part of my arduous Presidential duties, I went with my wife Loretta and 2nd Vice President Janet Von Toussaint to "taste test" the meal that we will be serving you. I'm pleased to report that Strings does a wonderful job with the food and Janet had done an equally good job coordinating meals, desserts, salads and drinks to make sure you have happy tummies during the event. While you enjoy your meal and the good company of friends, you'll be entertained with live bluegrass and Celtic music from Guild members Reggie and Jessie Gaylord in their band "Jesse's House." In further diligence I have spent many hours listening to their music and I know you that will enjoy it.

With desserts consumed and music in our heads, we will conduct a short business meeting, including a report on activities of the Guild for the year. Part of the meeting will include an election for President and 1st Vice President. Marie Abbott and I are both honored to be standing for re-election to our posts, and we also welcome nominations from the floor. Our headliner for the evening is Livermore's only female elected mayor, Cathie Brown, who will talk about her years in office and anything else that might amuse or interest us. You will have a chance to ask questions, too. I hope to see you there!

We were very lucky this summer to attract the interest of two Scouts, each working on his Eagle project. In order to complete the Eagle requirements, each Eagle Scout plans, funds, and manages the execution of a project that benefits the community. Scout Kyle Gorrie worked with the Guild to define an exhibit that features and gives the history of Livermore's original 1905 flagpole. (Made from 126 feet of Douglas fir timber, it stood at South Livermore Ave. and First St. until 2004.) It is a beautifully-constructed exhibit that gives visitors an opportunity to touch a segment of, and read about, the original pole. We will be placing it in the History Center in a week or two as a permanent exhibit and encourage you to drop by and take a look. Kyle presented the exhibit to the Guild board at the September meeting and we are all delighted with the result. The second Eagle project will be an exhibit for the Duarte Garage and is still in the works, so I will hold off and tell you about that as it comes alive.

If you are thinking about taking a little time to get involved here at the Guild, we have many projects that would benefit from your time. We talked a lot about the Seagrave project in the last issue; I would like to feature two more opportunities this time: (1) mechanical work on the "history mobile" and (2) grant writing. A few months back we talked about our work to create a new history mobile. The good people at Ideal Storage on Tesla Road have donated a storage spot for us and we now need some people with a little mechanical know-how to get the vehicle into good, safe running condition. We need help on the generator, brakes and some electrical bits, as well as basic tune-up and maintenance. Call Nancy Mulligan if this sounds like an interesting way to spend a few hours supporting the Guild. Her telephone number is 925-443-3076.

Many of the things we would like to do here at the Guild, such as restoration of Midway school, improvement of our archival storage and creation of history exhibits downtown, require money along with dedicated volunteers. And while purse strings are harder to open these days, there are still grants available for many different types of projects that benefit the public. The Guild does not have someone dedicated to writing these grant applications and we would love to have someone with either the knowledge to write them or the energy to give it a try. This would be a benefit to all of our programs, making us more effective at carrying out the mission of the Guild. If you are not afraid to write a few well-crafted sentences, grant application writing is a great way to leverage a few hours of your time into budgets that support important programs.

Our hearts go out to the victims of the San Bruno fire. It has little to do with history but everything to do with community. We are always grateful for donations here at the Guild, but while we are all thinking about it, this might be a good time for a donation to the Red Cross.

Jeff Kaskey

In Memoriam: Mnsgr. Robert Adams

Monsignor Robert G. Adams, 90, was installed as the seventh pastor of St. Michael's Catholic Church in Livermore in 1964. He was in active service until 1995, covering a dynamic 31-year period.

Only Fr. Patrick Power, second pastor, served longer (1879-1915, 36 years) (see page 4). Fr. Adams succeeded the late Fr. William F. Hennessy (1951-63). Rev. Michael Joyce (1995-97) followed him.

Mnsgr. Adams is perhaps best remembered at the Livermore Heritage Guild for his leadership of St. Michael's centennial celebration in 1978. Historian Dr. Peter T. Conmy spoke at the Guild's annual meeting dinner on Sept. 14, 1978 on "An Appreciation of Livermore's and St. Michael's Past." Centennial projects included special liturgies, a time capsule and construction of outdoor stations of the cross, the Our Lady of Guadalupe grotto, a cactus garden and improvements to the East Ave. cemetery.

Fr. Adams wrote in 1978, "[T]he spiritual foundation of a parish must always be the people, the bricks and timbers, who make up the core groups of the parish. That feature has not changed, and that is a feature on which the future of the parish depends."



Monsignor Robert Adams was St. Michael's pastor from 1964 to 1995.

People, Bricks and Timbers (PBT), the St. Michael's Church centennial history book, said of Monsignor Adams: "Many parishioners feel that of all the priests they have known, Father Adams is the most charitable pastor they can remember. He never judges anyone. He is a remarkable example of a priestly person, who tries to apply the life of Christ to his everyday life."

A Marin County native, he was ordained in 1945 and received the "Monsignor" title in 1975 from Pope Paul VI. Fr. Adams arrived in Livermore as the

Second Vatican Council reforms were underway. "Father Adams had served many years as a priest before Vatican II, and some of the mandated changes were as difficult for him to apply as they were for some of his congregation to accept," PBT says. He was one of the first pastors to start a Parish Council and Parochial School Board, long before the Diocese required them. He also appointed the church's first music director. As the church building underwent major renovation in 1968, Mass was held under a tent in the schoolyard.

One of Fr. Adams' first tasks in the '60s was to aid Fr. John Dollard with the founding of the St. Charles Borromeo Church, Livermore's second Catholic parish. That congregation held Mass at Granada High School and the Vine Theater before establishing its Lomitas Ave. facility in 1968.

After his 1995 retirement, Mnsgr. Adams remained a fixture at daily masses until 2009. Died January 16, 2010. Interred at St. Michael's Cemetery, Jan. 21st. -by Jason Bezis

NOTES: May Nissen: 100th Year: Livermore High School opened for its 120th year on August 23rd. A century ago, in 1910, a new, 26-year old teacher joined the faculty: Miss May Gertrude Nissen, an LHS alumna (Class of '03) and Berkeley graduate (Class of '08). Over the 38 years that she taught English and Latin (1910-48), Miss Nissen became the most beloved and respected teacher in LHS annals and among the most influential women in Livermore history. When she retired in 1948, former students from nearly all of her 38 years re-united at the Veterans Memorial Hall to honor her. She died in 1981 at age 97. If you have any memories or anecdotes about Miss Nissen, please send them to the LHG History Center. An upcoming newsletter article will discuss her legacy.

Early Italians in Livermore with Anne Homan: Emil Cigliuti will be the special guest at the LHG History

Lecture on Wed., November 17th. Mark your calendars.
Seagrave Engine Starting Event: The first public attempt of a starting of the Seagrave fire truck engine will be on **Sunday, October 17th**, along with a tour of the Horseless Carriage Club at the Duarte Garage. The engine starting, the first since its retirement 50 years ago, will take place around 1 p.m. Other restoration work has been moving along quickly and the hand and foot brake and the clutch linkages all have been installed and checked. The new tires are being mounted and may be on the vehicle for the official engine starting event.
1960s/'70s Forum: The website Facebook has a forum called "Potters Pizza/Guerrins Pizza Alumni & Friends" that has expanded from a focus on Livermore's 1960s & '70s pizzerias into a wide-ranging discussion about local life during that era and Livermore history in general.

W.P.R.R. at 100 *(Continued from Page 1)*

C.G. Munch, a pioneer settler of the valley, bought the first ticket to Livermore on the WP. He traveled from Oakland with his daughter on Aug. 23rd. N.D. Dutcher bought the first ticket at Livermore station.

The WPRR in the Livermore area began with the 1897 opening of the Alameda & San Joaquin Railroad (A&SJ-RR), a short line that connected the coal mining town of Tesla and ceramics factory community of Carnegie in the Corral Hollow region with Stockton. As Dan Mosier and Earle Williams recount in their book *History of Tesla*, A&SJRR owners Walter J. Barnett and John Treadwell aspired to extend their line through Livermore to Oakland. They sold the railroad to magnate George Gould, who sought a coast-to-coast rail empire, and his WP in 1903.

According to a 1904 map, WP initially planned to reach Oakland via the Corral Hollow (A&SJ-RR), the Livermore valley and Dublin canyon. However, tunneling through the "shifting quicksands" of Tesla hill and a steep grade down to Livermore were infeasible. Instead, in 1906-08, the line was built parallel to the Southern Pacific (SP) line through Altamont Pass and Niles Canyon (via Oak St. in town). The A&SJRR tracks from Carbona (south of Tracy) to south Stockton became part of the WP mainline.

By March 1907, one construction camp was at John Luder's place near Oak Knoll (Stanley Blvd.) bridge. In May 1907 a larger camp was on the Tonder and May places east of town. A grade separation structure was built where the WP crossed over the SP. Now gone, it was near today's Mines Rd. overpass. The roadbed grading contractor, E.B. & A.L. Stone Company, had two steam shovels working two years on one cut in Section 27 east of Altamont. Stone sued WP for \$427,000 in 1909 over extra costs for that project.

Livermore celebrated completion of WP tracks through town (and passage of a sewer bond measure) at hastily arranged events on May 16, 1908. More than 2,500 people attended a free barbecue at I.D.E.S. Park (now Livermore Eagles' block). The Livermore Concert Band led a procession there. Walter Welch, Santa Cruz game warden, roasted beef and mutton. Spanish beans, bread, cheese, pickles, coffee and lemonade were also

served. Mayor Thomas Knox, Oakland attorney Charles E. Snook (for WPRR) and Hon. William McDonald (orator of the day) made speeches. Hans Lembeck rode a steer and bucking bronco to entertain the crowd (ten years before the first Rodeo). To the disappointment of many attendees, no train rides were given. The Sweeney Opera House hosted a "grand free ball" that evening.

St. Michael's Catholic Church (then on First St. along the SPRR tracks near today's Sunrise Mountain Sports store) opposed the WP route because the church, rector's home, meeting hall/school and stable would be between the noisy and sooty SP and WP tracks to the south and north, respectively. The *S.F. Chronicle* of May 19, 1908 quoted Father Patrick Power's protest to WP attorney C.E. Snook, "You will bring a juggernaut into town and endanger the lives of the children that attend my Sunday-school and the lives of the people who attend my church.



Livermore Western Pacific Railway Co. Passenger Depot was decorated for opening day, August 22, 1910. View is from north, across tracks.

They cannot get to our house of worship without crossing your survey and it will be dangerous for them to cross your railroad tracks. You will ruin our property for church purposes, for the smoke and noise from your engines and trains will interfere with the services." A jury and court officers traveled from Oakland to inspect the church site and dined at the Livermore Hotel. The Church demanded \$37,050 in damages (full property value), rejected a \$2,000 offer and was forced to contribute right-of-way to WP after an \$800 jury verdict.

The Nov. 28, 1908 *Herald* said, "Father Power made technical resistance in order to protect his legal rights and was conducted from the right of way by the Sheriff." St. Michael's moved to its current site in 1913 (school) and 1918 (church). A 1916 fire burned the First St. church to

the ground; the rectory stood until 1963. WP also sued California Wine Association (Pioneer Winery, N-O Sts.) and Christina True (Laddsville) for rights-of-way.

A single set of WP tracks ran through the valley, requiring careful scheduling to accommodate two-way traffic. A spur served the WPRR freight shed on the east side of L St. Sanborn maps show another spur leading to a series of warehouses and storage sheds between L & M Streets. By 1917, these included the George Beck & Co. grocery warehouse and Lassen Fuel & Feed warehouse. By 1944, only the former Lassen building was still in use, storing wood and coal. Today the warehouse sites comprise one of the largest sections of vacant land in downtown Livermore (south end of North M & N Sts.).

“the passenger waiting room completely occupied by sleeping men,” who turned out to be a construction crew whose foreman had a key to all station buildings.

Henry also described the “nerve-wracking nightly experiences” of a “noise like pistol shots which resulted from the drying out of the lumber, the building having been put up in the winter and drying out in the hot summer which followed. It was a pleasant relief when that particular method of ‘working my way through school’ came to an end.” Henry also noted, “Strangely, the first public use of the building was far from railroading – an ice cream social given on June 24, 1910, by the Christian Endeavor Society of the Livermore Presbyterian Church to send delegates to the State convention in San Jose.”



WP Feather River Express passes west-bound through Livermore on April 20, 1947. Locomotive No. 81 (ten-wheeler, 4-6-0) is followed by a tender, a baggage car and two passenger coaches.

The WP Livermore station, a Mission-style building, stood from 1909 to 1956 along the WPRR tracks on Oak St. between K and L Streets. Ground was broken in Dec. 1908. W.H. Mohr was architect; Thomas Day Co. of S.F. was the contractor. Ed. C. Newton did framework; Lew De Nemours did cement work. V.A. Farren and Fred Carlos of Oakland did electrical work.

The station was completed long before it was placed into passenger service. In the Nov. 23, 1956 *Herald*, publisher Maitland R. Henry wrote that as a high school student the railroad hired him to occupy the building to comply with its insurance policy. “The night occupancy was my job,” he wrote, “and it provided excitement aplenty. First was the summoning of sufficient courage to go over to the building at night. Not only was it in an isolated location in those days, but it had no lights and no telephone, but many visitors.” Henry wrote of “wanderers ... carrying blanket rolls” trying all station doors to find a place to spend the night, many seeking construction work. “There was nothing to do but wait them out and then try to regain composure and go to sleep.” One night Henry arrived at the depot to find

WP freight service began on Dec. 1, 1909. On Dec. 6, N.D. Dutcher & Son made the first shipment from Livermore: a lot of castings to Stockton. Callaghan Warehouse Co. made the first local hay shipments, to W.G. Sagehorn of Oakland, on Dec. 9 and to Egan Bros. of S.F. on Dec. 10. On Dec. 17, Mitchell & Wilson made the first carload receipt at Livermore station: sewer pipeline from Carnegie/Tesla. In March 1910, WP announced the same passenger rates as SP, disappointing many.

Ash-covered trains passed through town after the 1915 Mt. Lassen eruption. The State Railroad Commission (RC) decided on Nov. 13, 1917 that the crossing at Livermore Ave. & Oak St. was dangerous. Buildings and trees badly obstructed the view of approaching trains. Horses were then still prevalent. The RC observed, “The street is heavily traveled, especially by four and six-horse teams, and the crossing is so situated that the driver of a long team can not see approaching trains until after his leading team is on the track.” The RC heard testimony that the sound of the existing two crossing bells was inaudible when strong wind blew or when noise from a nearby blacksmith shop was too loud. The RC ordered the WP

W.P.R.R. at 100 (Cont'd from Page 5)
to install an "automatic flagman" (i.e., wig-wag) in the center of the street (placed in April '18, removed 1949).

The Livermore Chamber of Commerce gained national fame in 1929 when it emphatically took a neutral position in a controversy between WP and SP. Both railroads aggressively attempted to persuade organizations across California to support or oppose WP's plan to build a north-south "Inside Gateway" rail line to the Pacific Northwest (opened in 1931). The Interstate Commerce Commission cited the Livermore resolution in an order to railroads to "lay off" seeking such resolutions.

When U.S. 50 moved to a new four-lane alignment in the Altamont in 1938, the WP crossed the highway via an arch bridge, now a landmark over eastbound I-580.

In 1923, WP stops included Sunol, Pleasanton, Livermore, Altamont, Redmond Cut, Midway and Carbona. In 1939, "Exposition Flyer" trains to the Treasure Island fair sped through Livermore, but the "Feather River Express" from Portola stopped here.

WP's "California Zephyr," one of the most beloved trains in U.S. rail history, transported passengers from Chicago to Oakland via Livermore in its distinctive "Vista Dome" cars from 1949 to 1970. Through most of its run, the only stops between Stockton and Oakland were Pleasanton and Niles. Amtrak's "California Zephyr" now uses a different route in the Bay Area.

"Zephyrette" trains in 1950s provided local service over the 924 miles between Salt Lake and Oakland using self-propelled Budd RDC-2 railcars, a 24-hour journey, three times per week each way. In 1953, Livermore was a "flag stop," where trains stopped only on signal. (Woman crew members also were called "Zephyrettes.")

The WP was integral to local mail service. In 1940, the westbound 5:33 a.m. train picked up Livermore's Oakland and San Francisco-bound mail and dropped off four mail pouches (eastern mail, Sacramento, Stockton and from a Los Angeles/San Joaquin Valley train). In 1941, SP ended passenger service to Livermore. In the January 24, 1941 *Herald*, local pioneers recalled their first trips on the 1869 railroad 71 years earlier. The Li-

vermore Heritage Guild formed in 1973 to oppose demolition of the 1892 SP station building, which has survived its namesake Depot Shopping Center (1979-2009).

Three telegraph operators, an agent and a warehouseman were employed on the Livermore station staff in 1949. By March 1951, just the agent remained. In April, only W. Gatzmer Wagoner of the Stockmen's Protective Association protested closure. The station closed after an Aug. 28, 1951 PUC hearing at Fifth St. school. (Station revenue in 1951 was a mere \$1,095.) In Dec. 1952, demolition began of the magnesite ore bunkers (for the old Mines Rd. mine) at the WP tracks at Olivina Ave.

WP's 50th anniversary was observed in 1953 with the "Old 94" steam locomotive from 1910 pulling the "Gold Coast" private car from Oakland to Sacramento. In 1960 "Old 94" pulled a special train from Niles to Oakland.



Livermore Western Pacific Passenger Depot circa 1909-10 (viewed from southwest). The city fire bell tower is visible to the right.

L.H.G. Photo Collection (No. 130)

The year 1956 was when Livermore's WP station was demolished, when E.A. Rotermond, the WP agent in Livermore from 1910-13, died in Concord at age 88 and when the SP completed "dieselization" locally. On Nov. 14, 1956, the last steam locomotive passed through Livermore on SP's Tracy-Oakland line, ending an 87-year tradition. Although publisher Maitland Henry expressed the hope that a locomotive could be kept in Livermore as a historic relic, the *Herald* was not entirely nostalgic. It noted that noise would decrease, fires caused by showers of sparks from smokestacks and fire boxes would no longer occur and the SP would no longer face claims from auto owners who alleged that finishes had been damaged by engine exhaust. The *Tracy Press* said, "So far as Tracy is concerned – the dismal and sometimes derisive hoot of the diesel horn has now completely replaced the mournful wail of the steam engine which this week passed into oblivion from the local scene."

The 1970s downtown Livermore railroad consolidation project moved the SPRR tracks from south of Railroad Ave. to a location beside the WP tracks within Oak St. (wiping out all but one block of that road). The 1869 SP tracks, which spawned a city and ultimately defined “north” versus “south” Livermore, would soon be gone, freeing several city blocks for other uses. The first spike was removed on April 30, 1974. Access rights at McDonald's on P St. (\$40,000 cost) and Livermore Car Wash on First St. became issues. In 1976, the Livermore Ave. and P St. underpasses opened, followed by the First St. overpass in 1978, Murrieta Blvd. & Vasco Rd. structures circa 1988 and Mines Rd. overpass in 1998. Most of the SP tracks in this area were removed in the mid-'80s.

WP transformed Bay Area transportation. Its successful 1907 legal battle with the SP “octopus” over Oakland waterfront access resulted in restoration of hundreds of acres to public ownership (today's Port of Oakland). WP's construction inspired SP to construct its Dumbarton Bypass (the region's first bay bridge) and to connect its San Ramon Valley line through to Radum near Pleasanton (today's Iron Horse Trail). The current Fruitvale-Union City and planned Warm Springs-San Jose BART lines use WP rights-of-way.

Today's Altamont Commuter Express (ACE) trains traverse the former WP



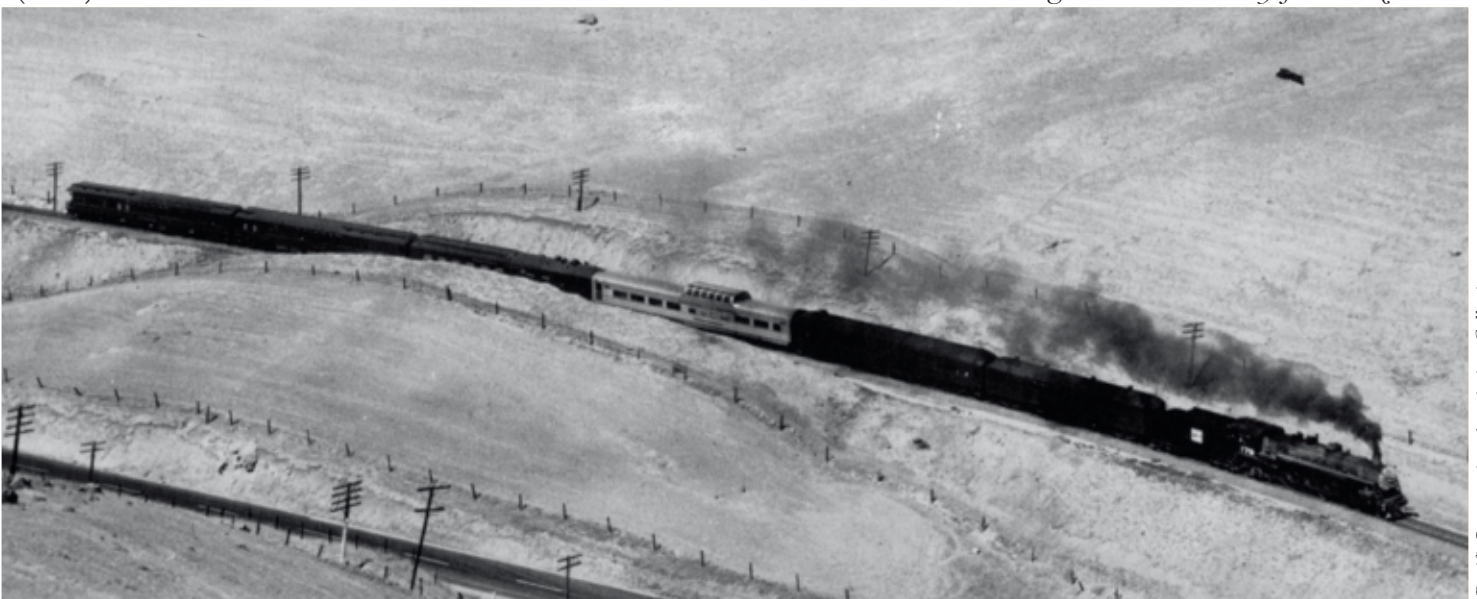
By Henry Brockman, Pacific Locomotive Association Collection

Above: Westbound WP #17 California Zephyr train with "Vista Dome" cars crosses trestle over Altamont Pass Road and SPRR in spring 1964. Below: Eastbound WP #2 "Royal Gorge" train on October 7, 1948 in Altamont Pass, possibly west of Carroll Road.

tracks from Lathrop to Niles, with stops at Vasco Road and downtown Livermore. When ACE began service on October 19, 1998, it restored passenger train service to Livermore after a more than 40-year absence.

WP went bankrupt in 1916, re-organized, and merged with Union Pacific in 1982. The 1910 WP was a different “Western Pacific” railroad from the one that constructed the first train line through Livermore in 1869. The 1869 WP quickly merged with Central Pacific (CP), which owned the first transcontinental railroad line from Sacramento to Utah. CP later became a part of SP, which in turn merged with UP in 1996.

Portola Railroad Days Festival in Plumas County in August 2010 celebrated the WP centennial. A charter “Feather River Express” train to Portola did not use the true route through Livermore. - *By Jason Bezis*



Pacific Locomotive Association Collection

Calendar

SATURDAY, SEPTEMBER 25TH

LHG Annual Dinner & General Meeting, Duarte Garage. Doors open at 5:30 p.m., dinner at 6 p.m.

Come and join the fun. Dress is casual. Delicious dinner catered by Strings Italian Cafe. Listen to toe tapping bluegrass music with Jessie and Reggie Gaylord. The evening will be topped off with guest speaker **Cathie Brown**, Livermore's first elected woman mayor. She will have some wonderful stories to tell about her years on the City Council and as mayor, her trips to Russia and the lost "time capsule." Tickets for the event are available at the History Center, 2155 Third St. (open Wed.-Sun. 11:30 a.m.-4 p.m., open late on Thurs. until 8 p.m.). Buy your tickets in advance for \$15.00, at the door \$20.00. Ticket price includes salad, ravioli, roll, dessert and coffee. Seating is limited, buy your tickets early. No host bar.

SUNDAY, OCTOBER 17TH

Duarte Garage Open from 10 a.m. to 3 p.m. on "old" Lincoln Highway, Portola Ave. at L St. The **Bay Area Horseless Carriage Club** is coming to the garage **noon to 3 p.m.** to help with fundraising for the 1920 Sea-grave fire engine restoration project. Horseless carriages are pioneer vehicles manufactured from the 1890s to 1915. The group will picnic at the Garage and be available to answer questions from the public about their century-old cars. Donations accepted.

WEDNESDAY, OCTOBER 20TH

History Lecture: "Oral Histories" with David Darlington, Civic Center Library, 1188 S. Livermore Ave. Doors open at 7:00 p.m. Talk starts at 7:30 p.m. Suggested \$2 donation. Learn about recorded oral interviews with Livermore residents, including stories about unusual incidents and particular periods of time.

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The Livermore Heritage Guild History Center is located in the historic 1911 Carnegie Library building at 2155 Third Street. History Center hours generally are Wednesday through Sunday, 11:30 a.m. to 4:00 p.m. Phone: (925) 449-9927. Free admission.

Annual membership dues are:
Individual \$25.00, Family \$35.00, Senior (age 62+) \$15.00, Student \$15.00, Sponsor \$75.00 and Patron \$150.00. Life (Individual) \$500.00 and Business \$300.00 memberships are also available. Please make checks payable to "LHG." Mail to P.O. Box 961, Livermore, CA 94551.

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