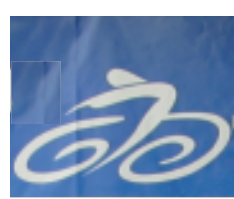




Livermore Heritage Guild

Saving Yesterday For Tomorrow



P.O. Box 961, Livermore, CA 94551

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2012 AMGEN TOUR OF CALIFORNIA - STAGE 3 FINISH CITY

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Photo by Irv Stowers

Bicycling in Livermore Valley Life: 1880s to 1950s

Tuesday, May 15th will be a special day in Livermore history. As the "Finish City" for Stage 3 of the 2012 Amgen Tour of California bicycle race, Livermore will be at the center of the North American professional cycling world. Cyclists will race through downtown Livermore twice, first en route to Mt. Diablo and later to the finish line on South Livermore Ave., re-tracing the very ground where a cycling world record was set in 1895. A Stage 3 awards ceremony and festival will follow. Livermore was a "Stage Start City" in 2011.

This article examines the history of bicycling in Livermore from the 1880s to 1950s and recent Tours of California. A future article will cover the 1960s to present.

BIRTH OF LOCAL CYCLING: 1880s & '90s

Before bicycles appeared on Livermore streets in the 1880s, citizens were limited to three modes of local transportation: walking, horseback and carriage. Bicycles had three main uses: everyday transportation, racing and long-distance touring. The late 19th-century bicycling boom/craze faded with rising usage of automobiles in the early 1900s.

In 1899, 34 cyclists founded the "Livermore Cyclers" club after a meeting at City Hall. Richard "Dick" P. Aylward, a prominent cycling trainer, was the first president. The club emblem was a butterfly; colors were maroon and white.

Riding of bicycles on sidewalks has been a perennial controversy. Sidewalk riding was banned until an 1897 ordinance allowed it everywhere but along First St. The *Livermore Herald* of Sept. 11, 1897 contained a lengthy account of the town trustees' (city council) discussions. *(Continued on page 2)*

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President's Message: Local Climate Change, p. 4.
Fundraising Auction & Dinner: Sat., May 26, p. 8.



Bicycling History *(Continued from Page 1)*

Mayor A.W. Fiedler, who was not a cyclist, was vehemently opposed, while his cyclist colleagues (Savage, McKown and Seller, whom the *Herald* referred to as "victims of the inflated tire") favored lifting the sidewalk riding ban. A 1902 amendment placed conditions on sidewalk riding and imposed a 6 m.p.h. speed limit at intersections. In 1907, the sidewalk riding prohibition was extended to the entire city.

Southern Pacific Railroad's announcement that it would impose freight charges on bicycles in 1896 created outrage. SP ended up exempting bikes transported short distances, between San Francisco and Livermore, for example.

BICYCLE RACING: World Record Set Here in 1895

An early cycling spectacle in Livermore was the series of races between a skater (H. Schramm) and a cyclist (H. Morrill) on three Saturday evenings after Christmas, 1890. The *Livermore Echo* reported that the skater won twice.

In the 1890s, bicycle races often were held on East Ave. and on the "Lizzie Street course," today's S. Livermore Ave., then both unpaved. The Sept. 12, 1952 *Herald* said that the Lizzie St. course extended from the Sachau dairy (today's 1900 block) to Palm Ave., "This was a mile course and was used by professional and amateur riders for both training and competition." Enormous crowds gathered along the race courses, especially on Sunday afternoons. Most East Ave. races were ¼ mile dashes and handicaps. The Dec. 3, 1899 races on East Ave. included a 100 yard dash: foot-racer (Oscar Cozad) vs. cyclist (John Hunter). Each won a round before Cozad sprained an ankle.

On Livermore's Lizzie St. course just after 10 a.m. on Saturday, February 9, 1895, Wilbur J. Edwards (1872-1951) of San Jose set the "paced" world speed record for one mile on a bicycle, 1:34½ minutes. He followed in the draft or "slipstream" of a "quad" bicycle, with two wheels and four seats/pedal sets, shipped from New York. Four men (Tony

The map at right is from *The Cyclists' Guide and Road Book of California* by George W. Blum, 1896. Bike routes are shown in red and labeled with abbreviations. The first abbreviation of the two tells the road condition: G (good), F (fair), P (poor) and V.P. (very poor). The second abbreviation is for the grade of the road: L (level), R (rolling), H (hilly) and M (mountainous).

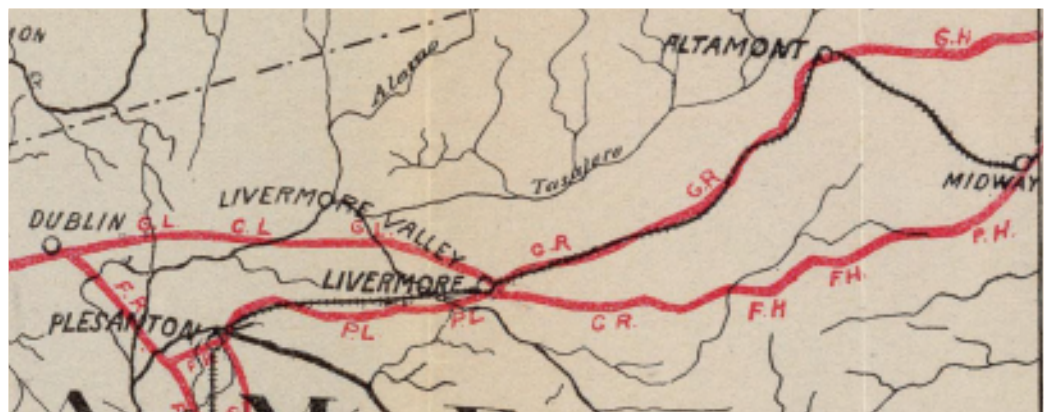
Cover Photo: 2011 Tour of California competitors round the corner of First St. and South Livermore Ave., en route to Mt. Hamilton and San Jose. This photo by Irv Stowers won first prize in the 2011 Livermore Art Association competition in the 'race start' category.

Delmas, Henry Smith, Allen Jones and Clarence Davis) from the Garden City Cyclers of San Jose propelled it. The *San Francisco Chronicle* explained, "Three men devote their entire energy to speed, while the fourth man acts chiefly as a steerer ... Edwards followed closely behind the quad, almost touching its hind wheel at times. The whole thing was so quickly done and so soon over that it was not for some time that the crowd could realize that so important an event had happened as the breaking of a world's record. The wheelmen pronounce the course the best they have ridden upon. It is a straight run with a very slight fall and is in excellent condition." A head wind slowed the team in the last ¼ mile; Oscar Owens chose not to attempt to lower the unpaced world record that day. The team practiced for three days, attracting crowds along S. Livermore Ave. Dick Aylward of Livermore, a prominent trainer/manager, oversaw the team. The judges (John Beck, Rev. J.S. Gilfillan, A.J. McLeod), five timers (each with a stop watch) and scorer mostly were local men. The *New York Times*, among other papers, cited the feat.

Bicycle races (¼-, ½-, 1- and 5-mile) and bicycle decoration contests were staples of Livermore's Independence Day celebrations in that era. The photo on page 3 is believed to be related to an 1890s Livermore Fourth of July event.

LONG DISTANCE CYCLISTS THROUGH VALLEY

Many cyclists passed through Livermore on their transcontinental and round-the-world rides a century ago. Livermore was on the best road (though not completely paved until 1918) between San Francisco and the Central Valley. Today's I-80 route to Sacramento was not an alternative until the Yolo Causeway (1916) and Carquinez Bridge (1927) were built. As a cyclers' map from 1896 shows (below), both the Altamont Pass and Patterson Pass routes were used.



The photo at right likely was taken in the late 1890s (possibly 1895) during Independence Day events, which included bicycle races and decoration contests. Dick Aylward, elder brother of Ed and Jack, was a prominent cycling trainer/manager in that era. Ed Aylward won the five-mile race on July 4, 1899. The *Herald* of July 17, 1897 printed a humorous account of Jack and Ed's ride to Tracy on a tandem. Ed Aylward recalled the 1890s Livermore cycling scene in the *Herald* of Sept. 12, 1952. Sister Grace Sweeney donated this photo to the Guild.



Livermore Heritage Guild Photo Collection (No. 1009)

In the 1880s and '90s, Bay Area cycling clubs often sponsored day(s)-long rides to and through Livermore. The *San Francisco Call* wrote in May 1895 that Livermore Valley roads were "natural, having a hard foundation with a sandy top layer, which the rains only make better" and "a paradise for the numerous bicycle riders." On February 26, 1888, four wheelmen from San Francisco's Amateur Bicycle Club rode from Oakland to Livermore in four hours. In May 1895, a cycling group passed through Livermore en route to Yosemite park.

Chicago cyclist Thomas Roe spent a night in Livermore in September 1889 on his ride from San Francisco to Chicago. In April 1895, Annie "Londonderry" Kopchovsky passed through Livermore during her round-the-world bicycle tour. She was injured in Niles Canyon and sought medical treatment in Livermore, before proceeding to Tracy, according to Peter Zheutlin's book *Around the World on Two Wheels*.

On August 11, 1895, two Oakland butchers named George T. Loher and Thomas F. Cornell set out on a transcontinental bicycle journey via Portland, Oregon and Minneapolis. Loher arrived in New York City 80 days later; Cornell gave up on the third day near Lodi. Loher's granddaughter published his trip diary in the book *Wonderful Ride* in 1978. On the first day, the men rode from Oakland to Livermore via Dublin Canyon, which Loher described as "exceedingly hilly ... we were compelled to wade through eight inches of dust" (the road was first paved in 1911-13).

Cornell could not handle the dust and heat, "My companion was continually bathing his head in the numerous creeks Page 3

along the road." Cornell chose to ride down Boehmer Hill (the downslope from today's Rowell Ranch into Dublin, then locally notorious for its accidents) instead of walking, resulting in "a broken pedal and a good shaking up, which had a tendency toward discouraging him." While Loher continued on wheel, a farmer gave Cornell a ride to Pleasanton, where he took a train to Livermore.

Loher arrived in Livermore an hour before Cornell and registered at the Livermore Hotel. They had the pedal repaired in Livermore the following morning and rode toward Stockton at noon. They apparently took the Altamont Pass route, noting, "The roads from Livermore to Bethany were excellent, and with a favorable wind we made very good time." But near the Delta the roads became more treacherous, causing them not to reach Stockton until 8:30 p.m. Cornell gave up the following day.

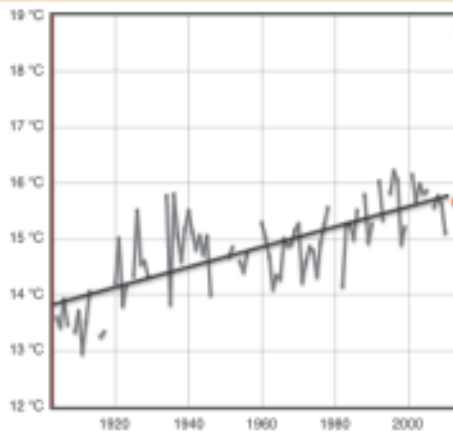
In 1898, three British friends passed through Livermore from San Francisco to Sacramento on their round-the-world bicycle journey from London, recounted by John Foster Fraser in *Round the World on a Wheel*. In June 1913, H.E. Diamond had nearly completed his Minneapolis-San Francisco ride when an auto collided with him near Livermore.

BICYCLE SHOPS/PURVEYORS: 1889 TO PRESENT

George A. Morrill was among the earliest bicycle vendors in Livermore (1889). In 1895, N.D. Dutcher purchased the Budworth building and opened a cyclery there. Harry W. Morrill opened a cyclery in B.W. Dutcher's plumbing and hardware store on Lizzie St. in 1896, with (Cont'd on p. 5)

May is barely over the next hill and I am a tad curious what season it will bring. We had spring in February and then March gave a touch of winter (while the rest of the country had record heat) and now April is pushing fully into summer. At least that's how I convinced myself the weather went, but I checked historical weather data and my sense of extreme weather was caused by rather mild changes from normal. March did have about two weeks where we didn't get our mid-day heat, and February had a similar length period when the daily highs were a few degrees above the average range. Certainly April spiked all at once, but if averaged over a week or two, it is hardly extraordinary. This led me to think about historic weather in Livermore and if it was any different for early settlers.

Getting the numbers is relatively straightforward, with the National Climatic Data Center (part of NOAA) online, and it shows that one hundred years ago the average temperatures in Livermore were 3.4 degrees cooler (1.8 degrees C). Livermore is somewhat unique in this, as all of California changed only about 0.7 degree C over that same time period.



Those cooler years may have meant that nuts and fruit were a better bet in 1912 than in 2012. Many nut and fruit trees have "chilling requirements" of a certain number of hours of cold during the winter in order to produce a full summer crop. An average difference of just a degree or two, multiplied throughout a season, can have a dramatic effect on production, so Livermore might have seen a much different mix of fruit and nut trees in those days. On the other hand, given that each winter I spend at least one evening racing to cover our citrus, I am guessing that in 1912 it would have been quite a battle to keep citrus trees happy and productive. I will look at our historic papers with a new curiosity to see how things have changed for our gardens. One thing that a few degrees would not help much would be all those businessmen in full suits that we see in historic pictures throughout the year. No air conditioning, no deodorant and probably not a lot of light cotton. It took a hardy soul to carve out a living in Livermore.

The average temperature in Livermore has increased 3.4 degrees Fahrenheit since 1900.

Besides changing weather, May brings our big Annual Auction on May 26th, Saturday of Memorial Day weekend. This fun event raises funds and gives us all a chance to come together for the Guild, but this year we will feel the absence of the only auctioneer the Guild has known. Lynn Owens passed from our world and into the next, leaving us with wonderful memories and excellent guidance, but without a front man for the auction. The idea of finding another Lynn is a bit absurd, but we are discovering our way forward. Through Anna Siig and her daughter Val Thomey, we have connected with "Big Frank," a local auctioneer experienced with many local non-profits. I spent some time with Frank at the Duarte Garage and he is excited to be part of big day. Big Frank intends to honor our existing tradition and perhaps bring in a few new twists, as well. For one thing, we'll be auctioning some fine local wines and olive oils this year, so even if you have no use for that antique dresser, you can always figure some way to use great local wine.

Some of you know I am currently traveling, but I was sent pictures of the new Historymobile and want you to know it is beautiful. Tom Eberly is just finishing off the interior cabinetry, and exhibits are coming together with work by Bonnie Pastrnak, Anne Anaya and Beth Wilson. Tim Sage has been our other main mechanical guy, and other contributors include Barbara Soules, Dottie Eberly, Dave Taylor and Joe Pitta, along with your President and Mrs. President, all under the project management and persistent motivation of Nancy Mulligan, Historymobile chair. By the time you read this the Historymobile may well have been on its first school visit. The previous Historymobile was a popular fixture in many of Livermore's schools and we have high hopes for this upgraded replacement. And, of course, I cannot mention this new vehicle without crediting Tilli Calhoun and Barry Schrader for originating the idea here in Livermore over two decades ago and Dick and Wanda Finn for generously allowing us to stable the Historymobile on their ranch during the long renovation process.

Please drop by the History Center in May to see the decorated bicycle wheel in commemoration of the Tour of California.

See you at the auction!!

Jeff Kaskey

Bicycling History *(Continued from Page 3)*

ten "silent steeds" (bicycles) for rent for 25 cents per hour. (Visitors from Tesla sometimes rented bicycles to transact business after their arrivals by stage coach.) In 1895, J.O. McKown was the local agent for Monarch bicycles. C.H. Christensen was the agent for Clipper Bicycles in 1899. Wm. McIver operated the "Up-To-Date Cyclery" in 1899.

In 1898, mechanic Henry R. Crane began the manufacture of bicycles in Livermore, a side business at his machine/gun repair shop. He quickly moved from the Stevens building to the former B.W. Dutcher premises. Mrs. Crane rode Livermore's first "chainless bicycle" in 1899. Crane began making tricycles in 1901 "for use of people whose age or disposition prevents them from learning to ride a bicycle." In 1905, Crane Bros. moved their "bicycle and automobile repair shop" across the street to a new building. Crane eventually retired, then re-opened a bike shop from 1914-20.

In 1900, Dick Aylward rented, sold and repaired bicycles at "The Wheelery" in the J.O. McKown building on First St. In 1901, he moved it to his father's shop. Elsewhere, N.J. Fletcher purchased the Model Cyclery from George Brammar & son in 1905. Later that year, he added a bicycle enameling oven and moved the shop to the Fergodo building on First St. (between K & L). Fletcher & Aylward planned to conduct a garage there. In 1906, Fletcher built an addition and discontinued the auto business, focusing exclusively on bicycles. Aylward moved to Nevada.



Livermore Herald, June 19, 1897

Otto Ziegler, Jr. (1876-1952), the "Little Demon" of San Jose, was one of the nation's leading racing cyclists in the 1890s. He trained in Livermore with Dick Aylward. Ziegler later was a blind chiropractor in Oakland.

In 1908, Fletcher's shop closed and Rasmus A. Hansen opened a cyclery/rental shop there (with a side business in electric house wiring), then moved to the McDevitt building in 1909. Hansen sold the shop in 1910 to Henry J. Callaghan; L.E. Wright bought it in 1911. Wright moved the shop twice (Farmers Bank, Victor buildings) before selling it in 1917 to D.C. Stanford, who moved it to the Masonic Building in 1918.

Two stores specialize in bicycle sales and repairs in Livermore today: the Livermore Cyclery and Cal Bicycles. Steve Howard opened the Livermore Cyclery in 1976 with the help of his parents, Bob and Jackie Howard. It was in the former Dutcher Hardware building on First St., two doors east of the Bank of Italy building, until 2003, when the City displaced the store as part of the Bankhead Theater project (the bay windows above Simply Fondue at 2300 First St. are supposed to be reminiscent of the demolished Dutcher building). It relocated to 2752 First St. Its brands include Trek and Specialized. A Dublin branch opened in 1994. Today 37 work at the two stores, including Steve's wife, children and siblings, among other family members, along with many long-term staff members.

Cal Bicycles began in 1958 as the Livermore Bicycle Shop at 1150 W. First St. Owner Randal Barber opened it on evenings and Saturdays only, at first. Eventually it became Livermore Bike & Feed at Third & Church. An inferno on Oct. 2, 1967 destroyed that building, along with 135 new bikes and many used ones. In 1977, when Gary Barber sold the shop to Jim Schroeffer, it was called Livermore Schwinn and located at 2133 First St. (now Bruno's Italian Cuisine). Later it moved to 2106 First St. (now First St. Alehouse). In the early 2000s, it moved to 2053 First St., its current location, where it specializes in Giant, Felt and BMX bikes. Owners have included Ed and Pat Denton and Mike Venacro. Other shops that existed recently include the Bicycle Tree (1972-?, 1318 Railroad Ave.).

TRANSPORT FOR CHILDREN & DELIVERYMEN

Too young to drive motorized vehicles, children seem to find the most utility from bicycles. Many children ride to school, but recently parents have tended to transport children by car.

In the 1940s, children often rode their bikes to watch movies in the State Theatre. Pedestrians and businesses complained about their bikes strewn across the sidewalk in front of the L. Schenone Building. In 1947, Boy Scouts, Troop 1, in cooperation with the police department, constructed bicycle stands on a nearby vacant lot. The scoutmaster told the *Herald* that Scouts would be stationed at the theater during matinées until cyclists became accustomed to using the stands. In 1949, Beebe Home and Auto Supply was constructed on that lot (today 167 S. Livermore Ave.), causing the Rotary Club to rebuild the bicycle rack on a vacant lot on Second St.

Bicycles *(Continued from Page 5)*



Livermore Herald, June 19, 1897

Dick Aylward (above) of Livermore was a nationally-known trainer of bicycle racers in the 1890s, including Otto Ziegler, Jr. (p. 5) and "Smiling" Allen N. Jones (right). He toured the country with his riders.

Betty Beaudet (*née* Beyer) was among those who rode bikes to Fifth St. and Livermore High schools in the '30s and '40s. She recalled in 2012 that backpacks were not in use then; girls carried books in baskets and boys tied theirs down to bike racks with twine. Boys clipped their pant legs up to prevent entanglement in chains; girls did not have this problem as they wore dresses or skirts.

The safety of children riding bicycles has been a perennial concern. In the 1950s, Livermore's 20-30 Club (composed of men aged 20 to 30) regularly placed Scotchlite reflective "safety" tape on children's bicycles. The safety committee of the Livermore Parent-Teachers Association and LARPD sponsored the first "bicycle rodeo" in May 1954 at Junction Ave. school, open to all Livermore children in grades 1 to 8. It emulated events held elsewhere in the country, testing how well children could handle their bikes. PTA fathers judged balancing, turning, coasting and braking. Prizes were awarded to the most skillful of the 220 attendees.

Other schools held similar events (road-e-o's) in later years.

In 1952, Livermore police began issuing citations to reckless young cyclists. In June 1959, chief J.R. Michelis announced that the 1959 safety campaign was successful. In 1958, 12 young cyclists were hit by automobiles and 20 to 50 calls a month complained about cyclists. So far in 1959, vehicles hit three young cyclists and monthly calls averaged six.

Until recently, most newspapers were delivered by bike-riding paperboys. The City exempted a deliverer of San Francisco papers from the sidewalk riding ban in 1896. Danny Burchfield-von-Wolffner recalls that in the 1960s paperboys often gathered at the Donut Wheel at 6 a.m. Sunday mornings after completing their routes, with "30 bikes or more lined up ... all with big racks and bags dangling down the sides."

Delivery men also have used bicycles. The *Herald* reported in 1942 that G.W. McKenzie used the same bicycle, purchased from Henry Crane's shop in Livermore in 1902, for 40 years. He used it to deliver newspapers and transact express company business. It had been stolen and recovered countless times.

WOMEN & BICYCLING

Women were among the early cyclists; their attire was controversial. In 1894, Mrs. W.L. Elliott of Oakland took a bike tour into the Livermore mountains with her husband. The *San Francisco Chronicle* noted, "Mrs. Elliott is one of the first ladies of Oakland to don the bloomer costume for cycle-riding. The many long trips

taken awheel without the usual amount of exhaustion speaks well for this lady's riding abilities, materially helped by the easy costume assumed." (Some men wore "bicycle suits" and "bicycle caps" in that era.)

The *Livermore Echo's* comment on April 11, 1895 was less charitable: "A woman clad in a "dress-reform" suit - otherwise pantaloons, and other articles of dress supposed to be used exclusively by men - passed up First street yesterday afternoon on a bicycle. She didn't look a bit nice or attractive." The *Herald* defended "bicycle girls' bloomers" on April 24, 1897, "[Y]our bloomers are all right ... Don't you allow ... false modesty to supplant your biking costume with dangerous, cumbersome or uncomfortable skirts. God almighty gave you your limbs; you needn't be ashamed of them."

To help increase cycling among women and girls and to thank them for supporting men on their rides, the Valley Spokesmen bicycle club since 1977 has sponsored an annual "Cinderella Classic" ride that is limited to female riders.



Livermore Herald, June 19, 1897 (California Digital Newspaper Collection)

TOUR OF CALIFORNIA: 21st CENTURY

The Amgen Tour of California is an annual stage road race between professional cycling teams. Various stages are on roads throughout California. It emulates stage cycling races elsewhere in the world, including the Tour de France and Giro d'Italia. Spectators traditionally ring cowbells. Since the Tour of California began in 2006, stages have traversed the Livermore Valley in five of seven years ('07, '09, '10, '11, '12).

In the inaugural year of 2006, Stage 2 (Martinez-San Jose) bypassed the Valley via Palomares Rd., Sunol and Calaveras Rd. On February 21, 2007, Stage 3 (Stockton-San Jose) passed through the Valley via Patterson Pass Rd., Cross Rd., Tesla Rd./S. Livermore Ave., Concannon Blvd., and Isabel Ave./Route 84. In 2008, the Modesto-San Jose stage again bypassed the Valley, taking the Del Puerto Canyon Rd. (Patterson)/Mt. Hamilton Road route far to the south.

All four races after 2008 have included the Livermore Valley. On February 17, 2009, Stage 3 (San Jose-Modesto) crossed the Valley via the 2007 route, but in reverse direction. A "sprint" was on Concannon Blvd. and a "King of the Mountain" (award to best climber) was on Patterson Pass Road.

In 2010, the Tour moved from February and passed through downtown Livermore for the first time on May 10th (Stage 4, San Jose-Modesto). It proceeded through the Valley via Vallecitos Rd./Holmes Blvd., First St., S. Livermore Ave./Tesla Rd., Mines Rd. and Del Puerto Canyon Rd. ("Sprint" on Livermore Ave.; "King of the Mountain" on Mines Rd.)

Livermore was designated a "Start" city in 2011 and cyclists battled a climb up the easterly side of Mt. Hamilton. Stage 4 from Livermore to San Jose was on May 18th. The race started on First St. at L St. A "neutral section" circled down-

town Livermore via First St./S. Livermore Ave./Third St./P St./First St. (re-crossing the start line)/S. Livermore Ave./East Ave. The official start to the timed race was in front of East Avenue Middle School. A giant American flag was displayed over the race route, with two fire engine ladders forming a tunnel, at Hillcrest Ave. The route followed East Ave., Vasco Rd., Patterson Pass Rd., Cross Rd., Tesla Rd., and Mines Rd. to Mt. Hamilton and a finish in a rural area near San Jose. A "King of the Mountain" was on Mines Rd.

This year Livermore is the "Finish" city for Stage 3 from San Jose on Tuesday, May 15th. The race will pass through downtown Livermore twice. It enters the Valley the first time via State Route 84, Vallecitos Rd./Holmes Blvd. and First St. It leaves via Livermore Ave. and Highland Rd. en route to the lower portion of Mt. Diablo, Concord and Clayton. It returns via Marsh Creek Rd., Byron Hwy., Mountain House Rd., Midway Rd., Patterson Pass Rd., Cross Rd. and Tesla Rd. to the finish line on S. Livermore Ave. (re-tracing part of the 1890s "Lizzie Street" world record race course).

The routes through the Livermore Valley have not included the same road segments in all five years, but two segments have been in four races: S. Livermore Ave./Tesla Rd. from Concannon Blvd. to Mines Rd. ('07, '09, '10, '12) and Cross Rd./Tesla Rd. (Cross Rd. to Mines Rd.) ('07, '09, '11, '12).

A little while before the first cyclist crosses the finish line, up to 150 patients with cancer, survivors, caregivers and advocates for those impacted by cancer will walk the last mile of the race route on S. Livermore Ave., an event known as the "Breakaway Mile." Street pole art banners will be on display downtown until May 20th. Livermore businesses, including the Guild, are showcasing decorated bike wheels this month ("Art on Wheels"). *-by Jason A. Bezis*



LHG Events Calendar: Auction - May 26th

SATURDAY, MAY 26TH

**Annual Auction & Dinner, Duarte Garage/Highway Museum, Portola & L:
Doors open/preview at 5:00 p.m. • Dinner at 6:00 p.m. • Auction at 7:00 p.m.**

Fundraiser for Livermore Heritage Guild. In addition to antiques and collectibles, Livermore wines and olive oils will be available for auction. Auction is free and open to the public. Dinner is \$15.00. Dinner tickets are on sale at the History Center at 3rd & J St. For more information, call 925-449-9927.

SUNDAY, JUNE 17TH,

Duarte Garage Open from 10 a.m. to 2 p.m on "old" Lincoln Highway, Portola Ave. at L St. (No Garage Sunday opening in May.)

The next History Lecture will be in July on Kaiser Co. (none in May or June).

Poster by Lydia Carpenter

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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. Printed at Beta Printing, Livermore.

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