



# Livermore Heritage Guild

Saving Yesterday For Tomorrow



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## Livermore Heritage Guild Celebrates 40<sup>th</sup> Anniversary

The Livermore Heritage Guild celebrated four decades of "saving yesterday for tomorrow" at its annual general meeting on September 28<sup>th</sup>.

Guild Vice President and membership chair Sandra Grafrath says that the mission was "to show recognition to all of the members for the things that they have done over the years."

Thirty signs that highlighted various Guild projects over the past forty years were hung above the tables. Many were recent projects; others were from early years.

Two members received awards for extraordinary contributions to the Guild. Anna Siig is the longest active member of the Guild. Known as Anna Brown in 1973, she is a charter member. Bill Junk recently retired as the Duarte/Lincoln Highway Garage curator. He and daughter Susan Junk, Guild Secretary, have driven the 1944 Mack fire truck in countless parades and other civic events.

A highlight of the evening was a 42-minute video featuring recent interviews with Guild members across the country. Barry Schrader emerged from an Illinois cornfield. Former longtime Guild President Larry Mauch spoke from the 157 year-old Messilla Valley School in Butte County, Calif., where he is active in the Yankee Hill Historical Society.



Photos by Fred Deadricks, Sept. 28, 2013

**Livermore Heritage Guild members commemorated the Guild's 40<sup>th</sup> anniversary on September 28<sup>th</sup> in the Duarte/Lincoln Highway Garage. Signs about Guild accomplishments over the past four decades were hung above the tables.**

The video focused on the Guild's founding project in 1973, preservation of Livermore's Southern Pacific Depot (see this newsletter, page 4), and the recent renovation of the 1920 Seagrave fire engine.

Sandra Grafrath filmed the interviews. Jeff Kaskey edited the video. DVDs of the video will be available for \$5.00 at the History Center upon special request.

History Center curator Don Smith oversaw the food arrangements. Traditional western barbecue fare inspired the menu. It included tri-tip steak, B.B.Q. beans, freshly baked bread and coleslaw salad. The Smith family's Wilcox Foods of San Francisco donated many of the items served. Don Smith ran the tri-tip barbecue; Jeff Kaskey was meat carver.

Guild volunteers provided table service for the dinner and also baked many of the desserts. Trish Johnson Flowers loaned tableclothes and lights.

Plain Gold Band entertained the gathering with bluegrass music before dinner. Antique oil cans from the Garage collection served as table centerpieces.

Businesses donated "door prizes," including Hilton Oakland Airport (overnight accommodations), American Adventures/Bus Tours (Continued on page 2)

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# LHG at 40 Years *(Cont'd from Page 1)*

(day trip to Muir Woods and Napa Wine Country), Demetri's Taverna of Livermore (dinner), Lexus of Pleasanton (car detailing) and a book package from the Livermore Heritage Guild.

Many Guild members are celebrating the milestone by contributing to the "\$40 for Forty" campaign. They are donating \$40 or undertaking special 40<sup>th</sup> anniversary volunteer projects. Total donations so far exceed \$2,000. Additional donations are encouraged. (Please write "\$40 for 40" in the check "memo" field.)

Proceeds from the "\$40 for Forty" campaign will benefit Guild projects, including the Midway School relocation and renovation project. Among the Guild's first projects in the 1970s was renovation of May School, but an arsonist burned it down in 1979. The Midway School project offers the last chance to save a local one-room school house from the 19<sup>th</sup> century.

In the business portion of the meeting, Sandra Grafrath was re-elected as 2<sup>nd</sup> Vice President (Membership) and Susan Junk was re-elected as Secretary.

Event chair Sandra Grafrath reflected on the evening, "Saving yesterday for tomorrow is the Guild's motto. Forty years later, today is the 'tomorrow' that our founders had been saving for. I have so much respect and admiration for people who have stayed with this organization for so many years. It was so wonderful to be able to give thanks to the people who have brought us this whole way. It takes a great love of history and love of the people involved to keep an organization as healthy for so long."

*-by Jason Bezis*



**Top and Left:** Guild President Jeff Kaskey and Tim Sage presented awards to Bill Junk (top) and Anna Siig (left). **Above:** Plain Gold Band (Jessie and Reggie Gaylord and Doug Mann) entertained Guild members. **Below:** Dinner volunteers included Ann Giannini, Sandra Grafrath and Usha Khullar (not pictured: Will Bolton, John Christian, Alicia Eltgroth, Susan Junk, Loretta Kaskey, Nancy Mulligan, Bria Reineger, Ed Rominger). Photos by Fred Deadrick.



Dear Members:

It is exciting that a large batch of our *Livermore Journal* newspapers from the 1920s and '30s is finally off to be microfilmed and scanned. The *Journal* was a weekly paper that competed with the *Herald* in covering the Livermore Valley during the Prohibition era. It served as Livermore's "second" paper after the demise of the *Livermore Echo* in 1919. The *Journal* became the *Southern Alameda County News* in 1933, which turned into the *Livermore News* in 1947 before merging into the *Herald & News* in 1962 (which ultimately merged into the *Tri-Valley Times* in 2011). The *Journal* is part of the last significant collection of Livermore papers we know of that are not at least recorded on microfilm.

Newspapers are such a challenge for historians. They are intended to be consumed in a day or two and then used to train puppies or secure compost. The paper itself is of the lowest quality, high in acid, low in strength and has a shorter shelf life than a carrot. Left undisturbed, the same physical item then becomes something entirely different, a historical record of notable activities and opinions, cherished for the milestone events that it records, and a delightfully readable chronicle of any point in time. So the Guild, and museums across the country like it, accumulates hundreds of thousands of pages of this fragile tissue as an important tool in historic research.

Fortunately, people with foresight, including some in the early years of the Guild, started transferring newspapers to microfilm. Microfilm has opposite properties from newsprint. It is expected to last many hundreds of years, but is hard to widely distribute. In print or film, newspapers are inherently difficult to use in research because they are only organized chronologically. Barbara Bunshah's decades of work creating an index to Livermore papers helped correct that before broad electronic scanning was practical, and even a fully digitized newspaper collection benefits from an effective human-created index.

But technology does help, and today many historic newspapers are available on the web through the National Digital Newspaper Program (NDNP), a partnership between the Library of Congress (LoC) and the National Endowment for the Humanities (NEH). In California, the NDNP supports the California Digital Newspaper Collection (CDNC), a project of the University of California, Riverside (UCR) Center for Bibliographical Studies and Research (CBSR). Clearly, technology also demands lots of acronyms.

I encourage you to go online to browse the CDNC papers at [cdnc.ucr.edu](http://cdnc.ucr.edu) and check out the newspapers already there. You can search through historic national and local papers, including surviving issues of the *Livermore Herald* from 1877 to 1899, and even help to correct the text, because computers are still quite imperfect when it comes to reading old newspapers. As a hint, if you want to search on a phrase such as "Lizzie Street" put it in quotes in the search field, otherwise it will return anything it finds with "Lizzie" or "Street."

One of the things you will notice is that while the on-line papers are a great resource, it can still be hard to search without a thoughtful index. That's why we are so grateful for Barbara Bunshah's index and the work that Don Meeker has done to extend it. (Mrs. Bunshah had partially completed her *Echo* index when her health gave out; Don is continuing her project.)

I think you will enjoy browsing those historic papers and truly appreciate the resource they represent. I want to thank the Daughters of the American Revolution Josefa Higuera Chapter and Livermore-Amador Genealogical Society for supporting our digitizing work. Their financial support helps to make this possible. We are still cheerfully accepting donations to pay for digitizing and similar work, so your Guild donations are always gratefully accepted! I don't have a schedule for when the *Livermore Journal* articles will be on-line, I expect it still to be a few months.

A quick note that over the last year we have had a frequent guest at the History Center in Steve Minnear, as he researched his recently published Arcadia "Images of America" series book "Dublin and the Tri-Valley." His book highlights our area in the years around World War II and includes many Guild images relating to Naval Air Station Livermore (now site of L.L.N.L.). We have the book for sale at the History Center and encourage you to drop by for a copy!

**Jeff Kaskey**

# "Save S.P. Depot": Guild's First Rallying Cry - 1973

Livermore's Southern Pacific Railroad depot was a hub of civic life during the half century (1892-1941) when it was an active passenger facility. Its threatened demolition in 1973 gave birth to the Livermore Heritage Guild and changed laws and attitudes concerning historic preservation in the Livermore Valley.

## Model: New York City - Penn Station

The razing of a railroad station a decade earlier and 3,000 miles away transformed historic preservation in the U.S. Pennsylvania Station (a.k.a. Penn Station) was a beloved gateway to New York City from 1910 until its demolition in 1963. The ensuing public backlash resulted in passage of New York City's 1965 Landmarks Preservation Law and creation of a City Landmarks Preservation Commission.

## Threat: Livermore R.R. Consolidation

The community of Livermore owes its existence to the 1869 transcontinental railroad. William M. Mendenhall platted the town around the railroad, with numbered streets running parallel to the tracks and lettered streets running perpendicular. Livermore's original S.P. passenger depot was located between L and M streets. The freight depot, located east of L Street, caught fire in mid-1891. In 1892, the S.P. erected a new wooden, combined passenger/freight depot east of L Street. S.P. suspended regular passenger service to Livermore in 1941. On February 5, 1971, it closed the Livermore freight and ticket agency and removed the depot from public service, writes Henry Bender, Jr. in his new book, *S.P. Lines Standard-Design Depots*.

As Livermore grew rapidly after World War II, S.P.'s downtown real estate became valuable. In the early 1970s, the S.P., Western Pacific and City agreed to consolidate the railroad tracks through downtown along the W.P. line/Oak Street. S.P. and the City were the major beneficiaries, as several "superblocks" of land would be cleared south of Railroad Avenue.



The staff of the *Valley Times* newspaper, then based in Livermore and edited by Barry Schrader, was instrumental in saving the Southern Pacific depot from demolition on the fateful day of June 27, 1973. Photographer Lee Estes noticed the wrecking crew and phoned Schrader, who in turn contacted the Livermore Heritage Guild and the City to halt the destruction. This is the front page on June 28, 1973.

## "Livermore Heritage Commitee"

On August 9, 1972, S.P. unveiled its redevelopment plan. The railroad consolidation project had a ceremonial beginning on April 30, 1974, but some work began earlier. The S.P. tracks west of P St. were temporarily realigned in 1973 to allow construction of the Safeway/Longs Drugs shopping center (opened 1975), the first "superblock" project. Railroad underpasses were built on N. Livermore Ave. and P St. (1976). The excavated dirt was used for a railroad overpass on the realigned First St. east of downtown (1978). S.P. planned another "superblock" project between L St. and Livermore Ave. The depot was in the "path of progress." Citizens became alarmed.

The first attempt to demolish the S.P. depot was in February 1973. The February 25, 1973 *Independent* reported that Delbert Sullivan and Otto Birk of Fremont arranged to buy lumber from S.P. "site unseen" for fences and stables at their riding academy, but they called for a halt to demolition once they realized the source. Dorothy Rosa of Livermore, "aghast," contacted newspapers. In early 1973, a group of citizens created a "Livermore Heritage Committee" of the Amador Livermore Valley Historical Society (ALVHS) to preserve and renovate Livermore's S.P. depot on-site or to move it to a new location. The March 23, 1973 *Herald*

Alameda County Library, Dublin Branch (original newspaper)

says that S.P. assured the Committee and the City that development would not disturb the depot for another five years. On April 25, 1973, just a few people attended a pivotal Committee meeting in the Carnegie Library basement. An ALVHS delegate had concluded that the Livermore depot was not worth saving, so the ALVHS declined to send a representative. Janet Newton ended a letter about the meeting in the May 2, 1973 *Herald*, "Must we destroy everything? I think not."

Two Guild charter members, Barry Schrader and Joan Boer, wrote for local newspapers. On May 6, 1973, Boer wrote an article for *The Independent*, "Combatting a Throwaway Society: It Can Be Done." It highlighted the experiences of two LHC members, Dorothy Nielsen and Anna Brown (now Anna Siig), in relocating and renovating the Gordon and Holmes homes. Siig said, "Even in colonial times visitors to America remarked on the preoccupation with new things in this country. Good houses were being torn down even then. It has to stop."

At the May 10, 1973 Livermore Heritage Committee meeting, members decided to create a formal organization, to be named at a later date. Herbert Hagemann and Roger Brown were the interim co-chairmen; Dorothy Nielsen was treasurer; Chet Fankhauser was secretary. They decided that the S.P. depot preservation was feasible and that it should occur on-site. They decided to broaden their mission to include preservation of other historic structures in the Livermore Valley (soon to include Ravenswood). Barry Schrader was tasked with explaining the group's intentions at the next City Council meeting. Janet Newton told *The Independent*, "Something like this has been so long in coming. It's overdue, but at least we can try to save what hasn't already been destroyed." In early June 1973, S.P. began the tem-

porary track relocation for the Safeway center. On June 14, the Committee approved a motion "that the LHC become a permanent, independent, Livermore-oriented historical organization." (The name "Livermore Heritage Guild" does not appear in those minutes, but does appear in late June 1973 documents.) At the June 19 planning commission meeting, the Guild disputed S.P.'s contention that "no buildings of historical interest are in the area of consideration" in the environmental impact report for the proposed center near the depot. At the June 25, 1973 Council meeting, the LHG's Roger Brown asked the City to save the depot. The minutes stated: "[M]embers of the Council were in agreement to pursue the matter further."

### **Demolition Day: June 27, 1973**

On Wednesday morning, June 27, 1973, *Valley Times* photographer Lee Estes spotted a six-man wrecking crew gutting the depot, including second floor windows, the eastern wall of the freight shed and interior wainscoting. He contacted editor Barry Schrader, who in turn phoned other LHG members. Anna Siig and Joan Boer went to the depot to stand between the Abdo S. Allen Demolition Specialists crew and the structure to stop the damage while Schrader and others asked the City to halt the crew. Building inspector Herb Street claimed to have not heard that the Council was interested in saving the depot and issued a demolition permit the day before. The *Times* photographed the permit. Street said he was "tickled to death ... at the chance to get rid of an old fire trap." The S.P. Land Development Co. blamed the demolition on its



**Livermore's Southern Pacific Depot was delapidated as the Livermore Heritage Guild pressed for preservation and renovation in 1973.**

sister S.P. Transportation Co. Jack Merington of Allen Co. informed the *Times* that S.P. had urged him to complete the demolition the previous week. Abdo Allen, company president, received similar phone calls. Merington said to the *Times* that a bulldozer was tied up with another project, "It's a good thing we didn't send out the dozer ... We would have leveled the building in less than 30 minutes with it." The LHG issued a two-page press release stating "its deep sense of outrage." The Guild held an emergency meeting that afternoon and again on July 1 "to put together an emergency ordinance."

### **Reaction: Heritage Sites Ordinance**

On June 29, the *Times* ran an editorial, "A Time for Action," which called for a city heritage ordinance. Guild members spoke at the July 2 Council meeting about the partial depot demolition and their concerns about Ravenswood. The

Council directed city staff to draft a heritage ordinance. The LHG elected its first officers and directors on July 25. The Council adopted the Heritage Sites Ordinance (No. 826) at its August 6, 1973 meeting. The LHG soon invoked it to preserve Ravenswood, the Carnegie Library and the Trevarno district. (Demolition of the Jack London house in July 1987 questioned the ordinance's efficacy.) The City Council voted at the August 27, 1973 meeting to match the LHG dollar-for-dollar up to \$2,500 to preserve the depot. The LHG raised matching funds through sale of gold-painted railroad spikes, \$5 each. Dudley Cantua bought a keg of old railroad spikes, then he and Barry Schrader sprayed them with gold paint.

### **Guild Incorporated: October 1973**

The LHG incorporated with the Secretary of State on October 9, 1973. The first line of the first LHG newsletter (October 1973) read, "PRESERVATION OF THE SOUTHERN PACIFIC DEPOT" The Livermore City Council through city manager William Parness has written to the SP stating in detail the desirability of preserving the depot at its present site." The December 1973 newsletter stated that "adaptive use" was a means for saving the depot. It noted that S.P. had approached Parness about converting the depot into a restaurant, based on a similar project at the Santa Cruz depot. (Walnut Creek depot/restaurant was another model.) The January 1974 newsletter reported, "The fate of Livermore's SP depot is still not decided with any finality. But we are confident of a good outcome."

### **Renovation Into Restaurant**

In 1974, after discussions between S.P., the City and the LHG, a restaurant company signed a purchase/lease agreement with S.P. to renovate the depot. LIAHO (Let It All Hang Out) West, Inc. was affiliated with a company that had renovated train stations into restaurants in the Northeast. Work began on



**Livermore's Southern Pacific railroad depot was a hub of civic life from 1892 until passenger service ended in 1941. The freight office closed in 1971. The Livermore Heritage Guild formed in 1973 to save the building. This photo, possibly taken circa 1920, looks easterly from L Street.**

May 16, 1974 to convert the depot into a "dinner house." Little was salvageable in the interior. The city building code restricted use of wooden structures. The kitchen was constructed in a cinder block addition on the northern side of the freight shed. Bars were built upstairs (a live music forum) and downstairs. A railroad car was installed on the southern side of the freight shed to serve as a special dining room (sent to Salinas museum in 2009). Larry Bourriague headed the venture. The work crew included men who had completed similar projects: John Havener, Steve Coy, Jeff Gilster, John Sutherland and Dave Lagerlof.

On November 22, 1974, the LHG held a grand preview party for Livermore Station restaurant. Proceeds from the \$7.50 steak and spaghetti dinner benefited the May School project and development of the Carnegie History Center. The January 1975 LHG newsletter says that at the party Del Sullivan produced a receipt dated February 22, 1973 for \$500. He and Otto Brink declared that they paid Allen Demolition Co. "for the railroad station in Livermore" in order to save it, at the insistence of Mrs. Rosa. (But they must have yielded rights back to Allen, resulting in the June 1973 demolition.)

### **Future of Livermore S.P. Depot?**

The "Depot Shopping Center" was built beside the depot in 1979-80. The anchor tenant, a Lucky/Albertson's supermarket, opened in March 1980 and closed in February 2000. The center was razed by 2009. This "superblock" will be redeveloped. The 122 year-old depot possibly will be moved to a new site. *-by Jason Bezis*

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# Lincoln Highway Commemorated in Song: Cecilia Otto

It was standing room only on Saturday evening, August 31<sup>st</sup> for the "An American Songline" concert at the Duarte Garage. The community helped the Guild to celebrate the 100<sup>th</sup> birthday of the Lincoln Highway, the first transcontinental highway, which originally passed through Livermore.

Cecelia Otto, accompanied by David Foster on keyboard, presented a nostalgic and patriotic concert of music from the early 1900's that reflected life along the highway during its heyday. The enthusiastic crowd responded with two standing ovations and Cece obliged them with a final encore of "America the Beautiful."

Cecelia (Cece) drove the Lincoln Highway that summer, from New York City to San Francisco, giving thirty performances at cities and towns all along the way (plus a few more impromptu shows). Not only did she present concerts, but also she immersed herself in the communities she visited, doing local research and making friends with the locals. More about Cece's cross-country musical adventure and her experiences as a "professional artistic journey-woman" can be read at: [www.americansongline.net](http://www.americansongline.net).

Boy Scout Troop 939 opened the event with an official flag ceremony, creating an aura of patriotism and history. The Boy Scouts played a big part in improving the highway in 1928 when, on one day, troops all across the country simultaneously placed markers, serving as road signs, at intersections along the entire length of the road.

Adding a touch of reality to the event, the Valley Heritage Questers donated an original Lincoln Highway marker to the Guild. This marker was on the highway in Crockett and was saved from destruction by a Questers' family. It will become a permanent display in the garage.

Gary Kinst, the historian from the California Chapter of the Lincoln Highway Association, spoke enthusiastically about the probable original location of the marker and told the story of the Boy Scouts and the markers. He was avail-



David Foster, left, on keyboard, accompanied Cece Otto.



Photos by Richard Finn

Cecilia Otto sang at the Duarte Garage on August 31<sup>st</sup> as the California stop on her transcontinental tour in commemoration of the Lincoln Highway centennial (above). The Seagrave engine was the backdrop. Boy Scout Troop 939 led the Pledge of Allegiance (below).



able to answer questions about all things related to the Lincoln Highway. The crowd mingled, enjoying refreshments and the many historical displays in the garage. -by Barbara Soules

# Maclean-Wagoner Collection Offers Insights Into Local Family

Gloria Parra and Beryl Maclean in 2013 completed the initial inventory and description of the Maclean-Wagoner Family Collection, the result of their many fruitful hours of collaboration over several weeks. Beryl Maclean and her family generously donated the extensive collection of artifacts and documents depicting her family's life in and contributions to the Livermore Valley over several generations.

The oldest documents relate to Wagoner family history in 1700s New Jersey. Henry B. Wagoner (1859-1927) and his wife Mary are best known here for their winery (at 3<sup>rd</sup> & Church). The collection includes materials relating to their estate and to their five children: Gatzmer, Will, Anne, Marian (Mamie) and Henrietta..

Henrietta Wagoner married Ernest Maclean in 1916. The Maclean ranch house and outbuildings still stand at the corner of Wentle St. and Concannon Blvd. There they raised sons Robert (Bob) and Nathan (killed in World War II). Beryl is Bob's daughter.

The Collection exists today because Henrietta carefully amassed family documents after her parents and sisters died. After Henrietta died in 1984, Bob and his



Photo by Jason Bezis, January 13, 2013

**Gloria Parra (left, LHG collections manager) and Beryl Maclean (right) assess a carton in the Maclean-Wagoner Collection. The collection includes documents, photos and other physical artifacts from a family prominent in the Livermore Valley in the late 19th and early 20th centuries.**

wife Jeanne Maclean (*née* Fayette) retained the materials at their Davis home. Before Jeanne died in 2010, she asked Beryl to find a home for the collection. Beryl chose Livermore and finally the Guild.

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.

Livermore, CA 94551  
 Address Service Requested

P.O. Box 961  
 Remembering Peder Andersen: 1922-2013



**EVENTS: Sunday, April 20: Duarte/ Lincoln Highway Garage open from 10 a.m. to 2 p.m. Portola Ave. at L St. Suggested donation: \$2. Saturday, May 24: AUCTION.**

