



Happy Birthday, Mr. Seagrave!

by Will Bolton



years. The Seagrave was the front line fire fighting apparatus for Livermore for many years. It was housed in the Fire House/City Hall/Police Department at First Street and McLeod, where it was joined in later years by a succession of additional fire engines. As newer engines were added, the Seagrave moved further back in the fire house bays and was held in reserve until it lost its space entirely and was parked outside next to the fire house. In 1958, the Seagrave was moved to the City corporate yard located near the current ACE train station. Eventually, it was moved to the sewage treatment plant next to the Livermore Airport for more years of outside storage.

All the decades of outside storage were not kind to the Seagrave. Most of the wood parts were badly deteriorated. The upholstery was destroyed by the elements and the paint was in poor shape. The nickel-plated parts were starting to rust. Over 30 years ago, the Seagrave was moved from the sewage treatment plant to the Duarte Garage for indoor storage to prevent further deterioration. While some wood and

(Seagrave, continued on page 8)

Above left: The restored Seagrave in the 2018 Rodeo Parade, driven by Tom Bramell, retired Livermore Deputy Fire Chief, with Irv Stowers as co-pilot. Photo by Bill Nale.

One hundred years ago this month, on Tuesday, August 17, 1920, something big arrived in Livermore. A brand new 1920 Seagrave Model 66 fire engine was delivered to the rail siding in Livermore directly from the factory in Columbus, Ohio. According to newspaper reports at the time, the Seagrave was delivered complete and ready for use. After being inspected and tested by the Board of Fire Underwriters of the Pacific, the Seagrave was accepted by the Board of Town Trustees on behalf of Livermore. The Livermore Fire Department was then reorganized to best utilize the substantial improvement in fire fighting capability that the Seagrave provided.

The motivation for purchasing the new fire engine was a couple of major structure fires in Livermore, most notably the fire in August 1916 that destroyed the gothic style St. Michael Church, a wooden structure built in 1891. The limited fire fighting equipment available at the time was unable to control the fire, which quickly spread to the entire structure. The Board

of Trustees acted to improve the fire fighting situation in Livermore by soliciting bids for a modern fire engine with a large pumping capacity. Of the four engines offered, the Seagrave was selected, probably in large part because of its water pumping capacity of up to 750 gallons per minute. The price was \$10,750.00, which is about \$140,000.00 in 2020 dollars. In November 1919, the Trustees voted to sell \$10,000.00 of bonds to cover the majority of the cost. The bonds went on sale shortly after the Seagrave was delivered and passed its acceptance testing. The acceptance testing was also part of the basis of a petition to the Board of Fire Underwriters for a reduction in insurance rates for the property owners in town.

Upon delivery of the Seagrave, Livermore's first motorized fire fighting apparatus - a 1912 Ford Model T that was converted to a chemical fire truck in 1915 (and is now known as the "1919 Model T" for some reason) - was retired to a shed at the Rodeo grounds for 40

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Heritage Garden

by Loretta Kaskey

Hard to believe we are in the heart of summer. The harvest of the winter crops was completed in May. Heritage Garden volunteer Soraya Rawlings and I tried our hands using scythes to cut the red oats, wheat, and barley. We cannot claim to be proficient at its use, but the effort did make us appreciate what toil it must have been to bring in crops this way. The wheat and red oats were offered up as “snacks” for the Del Arroyo 4-H horses at Hagemann. We have thoughts of growing enough of the heritage barley next year to make beer. The summer garden is beginning to produce. We have tomatoes, squash, corn, cucumbers, beans, chard, kale and melons. New this year are watermelon and peppers. We have started a fine crop of pie and decorating pumpkins that we aspire to share in October. There is something

hopeful and reassuring about preparing soil beds, planting seeds, tending, and watching them grow from the small two leafed seedlings to bountiful producing vegetation. Until we can see you in our demonstration crop/kitchen garden, we wish you and yours a healthy summer.



Above: Soraya Rawlings with scythe harvesting the red oats on May 16; **Left:** some veggies new to the garden: peppers and watermelon; **Below:** The garden as seen on July 17: front left: tomatoes, back center: corn, front center, decorating pumpkin, front right is melons/peppers, back right: spaghetti squash, kale. All photos by Loretta Kaskey.



Midway School

by Barbara Soules

Picture this:

The reconstructed Midway Schoolhouse sits proudly in Hagemann Park on the slight incline near Hagemann Ranch off Olivina. It is nicely landscaped with a path from the sidewalk to the front porch and around to the side door. Another path leads to a gate in the fence between the park and ranch. Now picture a third-grade class arriving to spend the morning at a turn of the century one-room school. The girls don bonnets, the guys bandannas and sit at student desks with inkwells. Each child has a slate and chalk to do the lessons the docent teacher presents. When class is over the children walk through the gate to the

learning circle near the Red Barn on Hagemann Ranch. Here they can eat their sack lunches as the ranch docent shares about the history of the ranch. After lunch the class tours the ranch to experience life on a ranch in the pioneer days of Livermore.

This is the vision the Guild has for Midway School. The revival of this project is an example of how, when the time is right, the solution will present itself. The answer came in the form of a committee that will get the job done and a plan that is both practical and less expensive than previously considered

plans. This time all the ingredients are present to complete the project in the near future.

A bit of history will help to explain our enthusiasm. In 2006 the Mulqueeny family, who have a ranch in the Altamont hills, donated the Midway School to the Heritage Guild. It is the last remaining Livermore one-room school house and the family hoped that the Guild could restore the building and use it for educational and historic purposes.

About ten years ago we had a capital campaign to raise money to move the
(Midway, continued on page 10)

Book Nook

by Harry Briley

The History Center bookstore sells a capsulized Livermore pioneer mother's story of crossing the prairie in tandem with the Donner Party when California was still a Mexican backwater. It was published 100 years ago as a series of newspaper columns in 1923. She gives unvarnished (not politically correct) observations of Indian encounters (good and bad), slavery (Missouri with Blacks, Californian Spaniards with Indian children), early area Mormon settlers, being at war with Mexico, and the strong appeal of liquor to miner and Indian alike (despite Chiefs pleading with her merchant husband not to sell liquor).

"The Life Story of Mary Ann (Harlan) Smith", at only 33 pages, is a fast-read summary with a few detailed vignettes. Livermore was unknown until people started moving inland, but she was here when the trains arrived. They built a temporary hotel and restaurant in Niles Canyon for railroad construction crews. I note how frequently people moved and changed occupations every three years or even yearly in those days. Her husband was in the State Legislature in 1852 and organized Alameda County.

Did you know oak trees heavily covered Oakland and that the Berkeley hills were once an old growth stand of redwoods? She said that loggers harvested both sets of trees to the nub in the 1800's as one of the few well-paying jobs for new immigrants, called "whip-sawing".

If you thought you knew all about California pioneer history, do not overlook this booklet! You never know who lived in Livermore who had connections to the westward migration before the Gold Rush.

Recollections of a Pioneer Mother

The Life Story of
Mary Ann (Harlan) Smith



(as it appeared in
The Grizzly Bear,
March - May, 1923
and June, 1915)

A Livermore Heritage Guild Publication

Annual General Meeting

by Dottie Eberly and Barbara Soules

For the first time in the history of the Livermore Heritage Guild, there will be no auction and no in-person Annual General Meeting. This will be a year that goes down in history as being most unusual! However, the LHG Bylaws require that we have an AGM. The Executive Board, Directors, and the AGM Committee have been hard at work developing an alternative plan to make it possible for the members to participate in the election of officers and to read the president's State of the Guild report. Two positions are up for election: President and Second Vice President. The U.S. Postal Service and email, will make it possible for us to have a virtual AGM. We will most certainly miss the socialization aspect of the event. Hopefully we can all congregate soon.

The Board is pleased to present nominees Will Bolton for President and Donna Stevens, incumbent, for Second Vice President. The LHG Bylaws state that further nominations may be made from the floor. Therefore, any member in good standing (check your newsletter address label to verify that your membership is current) is invited to nominate a candidate for either the office of President or Second Vice President. The Nominee must be a member of the

Livermore Heritage Guild and consent to the nomination. Because the elections are not being held in-person, candidates' statements will be an important part of this process. If you wish to make a nomination, please send your name, the candidate's name, and a one page (maximum) candidate's statement of qualifications. **Nomination packets must be received by August 21st** to one of the following:

Email:

nominations@livermorehistory.com

OR

USPS: LHG Board Nominations,
P.O.Box 961, Livermore CA 94551

On **September 1st** the President's State of the Guild, candidates' statements, and postcard ballots will be mailed to all members in good standing. The ballot will be pre-addressed and stamped for you. Make sure to return the ballot, postmarked by **September 10th**.

If you have questions about this process feel free to contact us by email at nominations@livermorehistory.com

Election results will be announced on or about September 16th by Mail Chimp, Facebook, lhg.org, and will also be published in the November newsletter.

Mystery at the Museum

by Jeff Kaskey



Above: Last newsletter's What Is It objects.
Photo by Jeff Kaskey

What is it? Based on the last newsletter picture, not only don't we know, but apparently our readers are at least partly mystified as well. That image had increased the level of difficulty significantly by bringing in many pieces all shown together, but we don't know if they go together – all a part of the mystery!

One of our frequent unknown object identifiers is longtime Guild member Kathleen Young. This time she was able to suggest identities for at least a couple of the parts (H, F1 and F2 in the original image), which become a full complement of hardware for the construction of a singletree. That means

(Mystery, continued on page 11)

Hagemann Happenings

by Barbara Soules



The circle of life is very evident on the ranch this spring. Just as two horses and four kittens were born, we lost the patriarch of the 4-H herd. Cowboy was the curious, proud, friendly paint quarter-horse who greeted folks at the fence as they entered the lane. One of the oldest horses on record in Alameda County, Cowboy passed away on May 22 at the age of fifty-three and one half. (the average age for a horse is 25-33 years). He was much loved and exceedingly well cared for by his owner, our 4-H leader, Donna Costa. For example, for the past few years, Cowboy has had no teeth. Donna fed him a special mush and his treats were bananas, which he loved. An integral

part of the 4-H program, Cowboy was giving lessons until the last week of his life. Often, he would be the first horse a new student would ride. The young kids were always comfortable riding gentle Cowboy.

Donna says that she started riding in diapers and has been riding all her life. Donna and Cowboy grew up together. She was three and he was a yearling when he joined the herd on the Costa Ranch in the Altamont hills. Within a year, at the age of four, Donna showed him in three classes; lead line, halter class and walk/trot. The shows continued and increased in difficulty. They did gymkhana, requiring keen intelligence and maneuverability. But Cowboy's best event was barrel racing. He was fast and agile. The two participated in parades and took part in all kinds of Western events. When Donna brought her horses to Hagemann Ranch for the 4-H program, Cowboy was one of the key horses.

They say that horses leave hoofprints on your heart. Cowboy touched many hearts and is already greatly missed by many at Hagemann Ranch.

Even with Shelter in Place, life goes on at the ranch. Volunteers are quietly working on various projects in different areas of the site. There have not been any events, but a couple of families have come for individual tours and to visit with the young horses and see the gardens. The 4-H program is in full swing and Sunflower Hill has a few volunteers coming on a trial basis.

Of the four kittens born in April, three have found forever homes. The dark gray one now lives with Loretta and Jeff

Kaskey. Mama, Sophie, continues her mousing duties at the ranch.

Last week a swarm of bees appeared in the oak tree in the backyard. Bill Cervenka, our beekeeper, adeptly cut the branch holding the swarm. It fell to the ground near the waiting hive. This new populated hive will be a 4-H project for one of Bill's proteges.

The First Presbyterian Church crew of Phil Dean and Don Bartel have completed the wash house/milk house. It is a work of art. Every detail is absolutely perfect. The woodwork around the windows is a masterful combination of old and new wood and the windows fit perfectly. The roof has long, specially cut wooden shingles which replicate the original. A double cement laundry sink used to hang on the wall and was supported by metal legs. One of the legs has broken so the crew is waiting for a friend to create two new supporting legs. Then the sink will be back in place and ready for the laundry! It is worth a trip to the ranch to see this reconstructed building.

Top Left: The beloved Cowboy. Photo by Donna Costa; **Below left and center:** The wash house/milk house before (left) and after (center). Photos by Barbara Soules; **Below right and far below right:** Mama Sophie and Sophie's kittens. Photos by Loretta Kaskey.



Tracts of Livermore

by Richard Finn

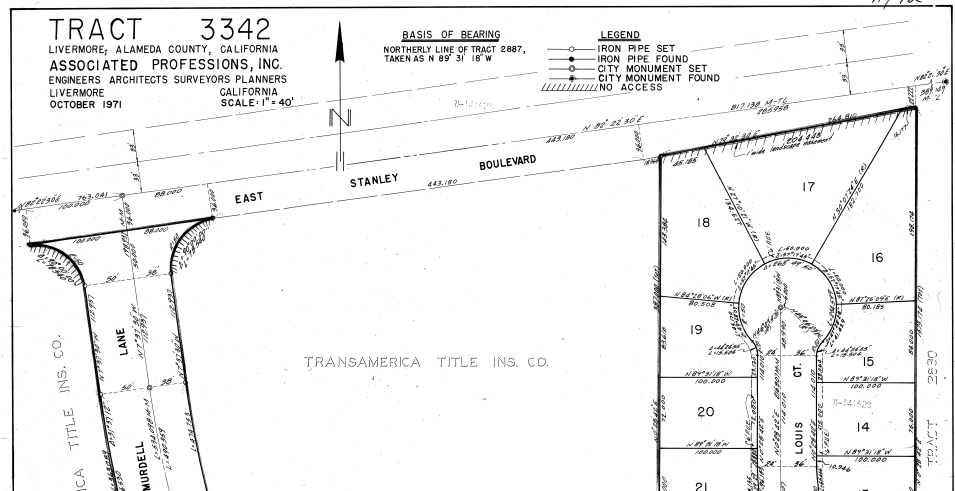
I was asked if I would like to be a volunteer for the new Livermore Historic Resource Survey. This turned out to be a very interesting task. While individual post war tract single family homes are unlikely to be historic mainly because so many were built, sometimes an entire neighborhood of tracts might be considered historic as a district. At this time, the tracts of historic interest in Livermore were built between 1945 and 1975. The tract map research is a task that helps identify boundaries of what might be labeled as possible historic districts. The maps not only show the number of houses, but also their addresses, the date of the tract filing, developer, etc.

GPA, a consulting firm, had already identified areas that seemed to have concentrations of houses built between 1945 and 1975.

The task I was given was to copy maps of the older tracts in the southwest corner of Livermore. For the purposes of this project this is Area Two. This is a large area from Stanley Blvd. on the north to Concannon Blvd. on the south and from Isabel Ave. (September 1967 shows the area of Isabel Ave. as a "proposed freeway") on the west to Arroyo Rd. on the east.

It is interesting to find out that for some reason the street names called out on the original tract maps might not be the names we know today. For example did you know that Concannon Blvd. was originally going to be named Blair (Tract 2613)? In one of the first Sunset areas, Anza Way was first named 9th, Balboa Way was named 10th, and Columbus Ave. was named 11th St. (Tract 1637). Sierra Ct. was El Dorado Ct. Avalon Way was Paloma. On the earlier tract maps, Holmes Street was still named Vallecitos Road.

The most surprising thing I found, and potentially what could have been a disaster, was in Tract 2425 from April 1962. This map shows the lower slopes of the Oak Knoll Cemetery divided into six lots. Can you even begin to imagine what people might find in their backyards if houses had been built there?



As a side note it seems that if a cul-de-sac only has only two houses, their houses use the street name. If there are three or more houses they are called Place or Court. On the other hand there seems to be no rhyme or reason as to when Road, Way, Lane, Street, or Ave. are used.

Another thing I found interesting was how, over the years, the size of tracts greatly changed. The tracts I looked at ranged from as few homes as 18 (Tract 2581 on Mocho St.) in the older tracts to over 210 (Tract 2596 for example) in later tracts.

When I was finished with the task given me, I had copied 197 tract maps. If you live in a tract area in Alameda County, you can check out the details for your tract without too much effort. These easy to follow instructions were taken from the instructions that GPA gave to project volunteers. First go the Alameda County Assessor's parcel viewer: http://gis.acgov.org/Html5Viewer/index.html?viewer=parcel_viewer, then select the option "Sitis Address" under Search Type. In the same window drop down to *Situs Address* and enter your address like: 268 Louis CT Livermore 94550. Then click *Search*. In the Parcel Viewer you should see a map showing your property. Next click on *Parcel Information*. A new screen titled Online Services will come up. This will show assessment information for your property. On the second line, *Assessor's Map*, click on *Map*. This will show your entire tract or at least parts of it. If you

are like most of us the next thing to do requires you to greatly zoom in on the TR number near the top of the page. I think the easiest way to do that is go to the magnifying glass symbol near the top right of the page. I zoom to 150% or more. Read the numbers after TR. In this sample it reads as TR3342 71/39-47. TR3342 is the tract number, 71 is the book number, and 39-47 are the page numbers. You will need this information for the next step.

Next we go to <http://www.acgov.org/MS/surveyorDocSearch/> which is the Alameda County Public Works Agency Survey Documents website. All you are going to do here is type in the TR number we found in the last step (ie TR3342). Click on TIFF for Sheet 01 Original Map. I rename to the Tract Number and save to my Desktop. Open the image and you will be able to find a great deal of information about your property: who the owner of the land was, who signed for them, who prepared the tract maps, who the city clerk was, who the city engineer was, who the county recorder was, who the county supervisor's clerk was, the size of the tract in acres, and most important when the tract was signed off. If interested, find the Sheet that shows your property and it will give the exact dimensions of your property as well as any easements, as seen in the picture above. One last thing: be careful when looking at the North symbol. I think the standard is that North always points to the top of the page but in these tract maps it can point in any direction.

LHG: "Out and About"

by Dottie Eberly

First Street on Saturday morning, May 2nd



Photo by Dennis Tungate

Children's playgrounds in Livermore are closed



Photo by Donna Stevens

Gardens become showplaces with extra TLC



Photo by Richard Finn

Visiting loved ones in care facilities is challenging



Photo courtesy of Barry Schrader visiting wife, Kay

Finding humor in serious times



Photo by Nancy Mulligan

Newly adopted pets settle in to their forever homes



Photo by Loretta Kaskey

Soles are worn out by health care professionals



Photo by Sheridan Loyd

Taking time to enjoy the beauty of a garden



Photo by Loretta Kaskey

Livermore Herald, 10/26/1918

**HOW TO MAKE GAUZE
SPANISH INFLUENZA MASKS**

Masks for protection against influenza, according to the San Francisco Board of Health's circular issued this week, should be five by seven inches and made of four layers of fine gauze. Tape or strings should be sewed to the four corners. The upper pair of the tapes are to be tied at the back of the head above the ears and lower pair around the neck.

The mask, says the circular, should not be medicated in any way. It can be cleaned by boiling for fifteen minutes.

During the epidemic, says the circular, all persons, and especially those who have come in contact with a case, should gargle the throat and spray the nose several times daily with Dobell's solution or Dickloramine T diluted in water. If these are not obtainable a solution of one tablespoonful each of borax, salt and bicarbonate of soda in one quart of warm water may be used. This, it is said, is about as good as Dobell's solution.

Photo by Loretta Kaskey

Masks are a fashion accessory



Photo by Jeff Kaskey

The Mulligan family masks up



Photo by Nancy Mulligan

Socially distanced community activities for Ron Chaffee, Jeff Kaskey, and the Mack



Photo by Loretta Kaskey

Seagrave

(continued from page 1)

leather parts were damaged, the good news is that the majority of the Seagrave was made of durable materials, like cast iron, brass, aluminum, and steel. The vehicle was pretty much intact with only a few attractive and easily removed items missing, such as the large fire bell over the dash and the small soda-acid fire extinguishers mounted on the back deck. In this condition, the Seagrave rested in the Duarte Garage for many years.

In 2008, a small group of enthusiasts decided to tackle the Seagrave. Irv Stowers was the Livermore Heritage Guild Committee Chair for the Seagrave restoration. Chuck McFann, who had been involved in an earlier restoration of the 1912 (1919?) Model T, was the main “nudge” for the project. The original objective was to see if the engine would run and, if so, to drive the Seagrave in the annual Rodeo Parade. The plan was to use its forlorn appearance to tug at the heart strings of potential donors to raise money for a cosmetic restoration. As the group of volunteers for the Seagrave project grew, the scope of the work expanded beyond the original objective...way beyond the original objective.

Because the valve springs, pushrods, and valve stems are exposed outside the engine block, it was easy to determine that many of the intake and exhaust valves were stuck. To avoid serious engine damage, there could be no attempt to start the engine until the valves were freed up. While one small group was working on the engine, others started disassembling the body for repair and eventual repainting. Another couple started taking the wheels off and digging into the brakes. Somebody else opened up the transaxle to discover something

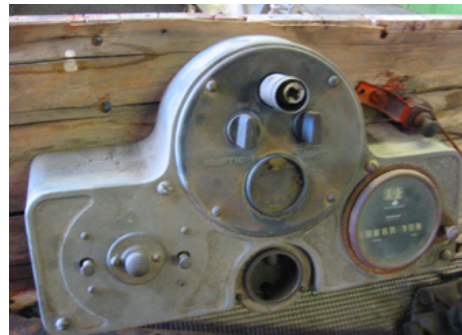


resembling the La Brea Tar Pit; decades of sitting had turned the gear oil into a semi-solid mass that required a lot of effort to remove, including filling the transaxle with solvent and letting it sit for a few months. Fred Deadrick, a very talented woodworker, took on the job of recreating the wooden steering wheel based on a few shards of the original wood. He also recreated the wooden structure for the driver and captain's seat. This became the pattern for the next four years of the restoration: individuals or small groups would identify the next thing that needed to be done and set about doing it. We had a work party at the Duarte Garage almost every Saturday from 8:30 am to around noon. Sometimes, people would take small projects home to work on during the week. Astoundingly, with items distributed all over the Valley - and farther afield - being painted or fixed or nickel plated, we never lost a part.

At the peak, the restoration crew comprised about 20 people. Each person brought their special skills and talents to

the Seagrave. All these individuals meshed into a high performing team - a thing of beauty and a wonder to behold. The original celebration of the Seagrave's centennial was to be a Duarte Garage open house reunion of the restoration crew with dignitaries, speechifying, newspaper photos, and a cake. Unfortunately, the coronavirus situation has forced us to limit the observance to this testimonial. However, when we can once again have open houses at the Duarte Garage, visitors will be welcome to view the Seagrave, consider the 100 years of its history in Livermore, and take a close look at the poster displayed with the Seagrave showing the names and photos of the volunteers who brought Mr. Seagrave back to his original glory.

Above: Chuck McFann starting the restoration of the Seagrave, 2008; **Below left:** Jim Boehmke (left) and Irv Stowers (right) working to get the Seagrave engine in running condition; **Below center and right:** the dash and instrument cluster before (center) and after (right) restoration. Photos by Will Bolton.



Duarte Garage

by Will Bolton

The Livermore Heritage Guild responded early and decisively to the shelter-in-place guidance to limit the spread of the novel coronavirus. At the Duarte Garage, we have cancelled all open houses, Garage visits, and our Saturday morning work parties. It occurred to me a couple of weeks ago that this isn't the first pandemic that the Garage has seen. There were flu pandemics in 1957-1958 that killed about 2 million worldwide and in 1968-1969 that killed about 1 million worldwide. However, the largest – by far – was the “Spanish Flu” of 1918-1919, with world-wide deaths estimated to be between 20 and 50 million.

While called the Spanish Flu, the disease seems to have emerged in rural Kansas with the first reported case in the spring



Above: The newly installed signs. Placement approved by the Duarte Garage Aesthetic Advisory Board. Photo by Will Bolton.

of 1918 among U.S. Army soldiers at Camp Funston, Ft. Riley, Kansas. The flu seems to have traveled to Europe with those troops sent to fight in WWI. The reason it was called Spanish Flu and not Kansas Flu is an interesting story in its own right involving the war, politics, censorship, and what we would now call “spin.”

I found it interesting that the steps taken in the U.S. in 1918 are similar to those taken in 2020: wearing masks, washing hands, closing schools, and avoiding crowded conditions. The results of those steps in 1918 were also similar to 2020: people quickly grew tired of the restrictions, resistance grew, and there were adverse consequences for business. Accounts of the ebb and flow of restrictions, protests, and the course of the 1918 epidemic are fascinating. In November 1918, San Francisco Mayor James Rolph was fined \$50 for failing to wear a mask at a public event. I haven't encountered any reports of the conditions in the Livermore area at the time, but this would have to have been a very challenging environment for the fledgling Duarte Garage, which had only been in business for about 3 years when the flu arrived in the Bay Area. If anyone has information or stories about that period in the Garage history, please let me know.

During the period of isolation for the last couple months, I have continued to come by the Garage several times a week to check on things, pick up trash around the Garage and Cottage, trim plants, and fix loose boards on the fences. Although these have been mostly solitary activities, individual volunteers have continued to work on Garage-related activities. For example, Don Keech is thinking about and working on the Caterpillar tractor. Kathy Lee volunteered to help rake leaves from the giant oak tree in the Cottage backyard, resulting in 11 or 12 trash bags full of leaves that went to green recycling in the last week.

Another semi-solitary project reached a conclusion this morning with the installation of two new/old signs at the Garage. This project started several

months ago when I was searching for something or other in the Garage. Along the east wall of the machine shop, there are drawers in the workbench. At the far south end of the workbench, is a drawer that hasn't been opened for years because of a pile of large heavy objects in front of it. In my unsuccessful search, I finally decided to move the pile and open that last drawer. While I didn't find what I was looking for, I did find two metal display signs for fan belts: one is for Thermold and the other for Dayton belts. Both are in good condition but the larger Thermold sign, which is 28" wide and 20" high, was folded and broken in half for some reason (perhaps to fit in the drawer). The Gates sign is 32" wide and 6" high and was intended to fit above hooks holding fan belts.

In searching for a suitable place to hang the signs, only one place stood out: to the left of the large door in what was, at one time, the south wall of the original Duarte Garage. Jay Morris and I moved the yellow diamond-shaped “no parking” sign that, for many decades, stood in front of the First Street fire station/police station/courthouse to the east side of the door, to open space for the signs. To facilitate hanging the signs, Fred Deadrick used his woodworking skills to make mounting boards for the signs out of high quality 7-ply plywood. Our philosophy in hanging signs in the Garage is to do no harm to the Garage; that is, drill no holes, cut no wood or metal – leave the Garage unchanged. Consistent with that philosophy, I fabricated two 16" long hooks that go between overlapping sheets of corrugated metal siding to support wires from which the signs hang.

There are other interesting artifacts in the Garage machine shop “mystery drawer.” Those will be the subject of future projects and future Garage updates.

I hope that in the not too distant future, when it's safe and prudent, we will be able to welcome visitors to the Garage to see the new signs, the Zenith radio, and any other projects that are completed during our current pandemic lockdown.

Musings and Memories

by Anna Siig

When asked to do a column for the Guild newsletter, I hesitated. I agreed and hoped that long time Livermore natives would begin to share their memories. Much to my delight, that has happened! In the previous issue, Alice Meyners was mentioned in my column about Virginia Fellingham. Sylvia Sweet Chatagnier has written back to me about Alice Meyners.

Some history first...Alice inherited the Brown Ranch, formerly the Copeland Ranch, from Andrew Brown. Andrew inherited the ranch from his sister, Catherine Emily Brown Copeland. Alice and her husband moved to the ranch to help Andrew.

I have heard it said that when it comes to history, interview three people and pray that at least two of them agree. For example, I thought Andrew Brown was Alice's cousin but Darrel Sweet remembered that the Copelands were her

aunt and uncle. Richard Finn, City Historian and genealogist, settled the matter. Warren Copeland was Alice's uncle. So, she was related to Andrew by marriage!

Alice and I met when my first husband and I purchased a small part of the land from her. Alice was a gentle woman, pleasant, generous and so interesting to visit with.

Seeing Alice's name triggered memories for Sylvia Sweet Chatagnier. She reminisced with one of her brothers, Darrel Sweet.

Remembering Alice Meyners by Sylvia Sweet Chatagnier

"When I read Anna's article in the last edition, I was delighted to read the name Alice Meyners. It was a name I remembered from my childhood visits to Alice and Andrew Brown's ranch house

with my Grandmother, Ozeta Sweet Burson and my step-grandfather, Eldon Burson.

As a 6 or 7-year-old child the best part of the visit was the footbridge from the road where we parked over to the house. As my grandparents visited I would usually play outside on the bridge or in the yard with the dogs. Other times I would sit with the ladies and drink juice while they had tea or coffee. I remember Mrs. Meyners as a very kind person with a pleasant voice. Mr. Brown was always nice to me, too. I don't remember too much about the house except the feeling of roominess, nothing fancy, but comfort and hominess. My brother, Darrel Sweet, filled me in that my Grandmother and Eldon met through Alice and her husband, Bob."

I'll write more about Alice another time.

Midway

(continued from page 2)

school intact. Our plans fizzled because the cost of moving the entire building seventeen miles on curvy back roads was not feasible. Then in early 2018 we made another attempt to find movers who could execute this tricky scheme. Again, the logistics and cost were prohibitive. So, we needed another plan. If we couldn't move it intact, maybe we could disassemble it in the hills and move it in pieces into town. The cost would be much less, volunteer labor would be available and we could store it on the ranch until all the other pieces of the project came together. This is the plan we are executing now.

In March the Midway School Committee met for the first time. This group of about fifteen, passionate, enthusiastic and competent Guild members meets once a month. Everyone is contributing in their area of expertise. We divided into five sub committees so as to be able to work on different aspects of the project simultaneously. One group interacts with the city and LARPD to

gather permits and approval for use of the land in the park. The Construction Committee is planning the tedious deconstruction and re-construction of the building. The Volunteer Committee will arrange for volunteers as needed. The Finance/Fund-raising Committee is planning fund raising activities and events as well as considering grant writing. The History Committee will eventually write the curriculum for use with the kids who visit the school. Together we will get the school moved and rebuilt.

This Guild project is one that will affect the entire community. Having a one-room school house in town where third graders can experience school life as it was at the turn of the century will have a lasting impact. Having it next door to Hagemann Ranch, which dates from the same era, only increases the impact. This monumental project will need the support of many members, friends and associates. You can help in many ways.

First, identify your area of expertise and join any of the sub committees. Second you can donate funds. Soon we will have a menu of items you can contribute towards. For example, all the windows

will need to be glazed and repaired. Each child will have a slate—30 slates at \$15 each. The school needs a potbelly stove—approximately \$500 unless we find a used one which would be preferable. The kids will need costumes. Every student will have a desk. You get the idea. This is a project that will involve everyone! How will you become involved?



Top: Midway School, 1941; **Above:** Midway School in 2011. Photos courtesy of LHG.

Mystery

(continued from page 3)

we get to talk a bit about horse harnesses.

None of our Hagemann Ranch horses are trained for driving, or as those of us who didn't have spurs in children's sizes would say, they are not trained to pull a cart or other load. That's my excuse for not thinking about the harness hardware needed for driving while surveying the What Is It collection. An important piece of the driving harness is the singletree, or swingletree as a British chap would say.

A ranching dilemma is that a horse is a very strong pulling machine (up to about 15 horsepower, oddly enough), but in order to, uh, harness that energy, we have a collar (and/or a breastplate) that the horse pushes its chest into so it can pull a load. Watching a horse move forward, you can see that the sides of its chest alternately heave forward and sink

back with each pace, so connecting a load to that directly would be like pulling a load with a strap around your thighs. Not impossible, but uncomfortable for you and jerky for the load.

To even out the horse's forward heaves, a singletree is situated behind the horse, with leather straps running forward from each end of the pole to the horse collar. The load is then attached to the middle of the pole, "averaging" the horse's strides. Once the horse is convinced to cooperate, this makes for an efficient way to get ranch work done.

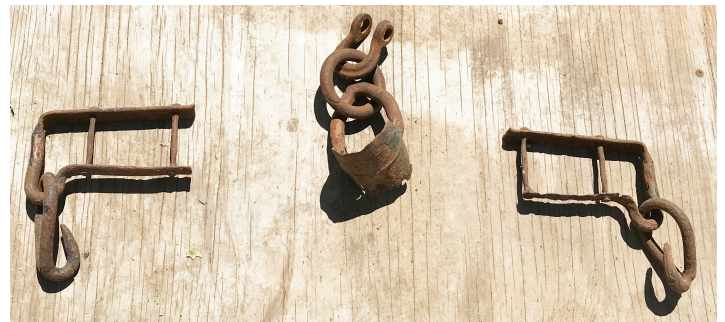
In the case of our pieces, the wooden pole is long gone, part H is the center attachment for pulling the load, and F1 and F2 connect the traces to the collar. The confusing thing with F1 and F2 is that we are seeing the long rivets which normally are hidden inside the wood. With Kathleen's suggestion, identifying our singletree is a cinch.

May I have a double? Yes, a doubletree is an assembly of two singletrees,

attached with an additional pole called an evener, to get two horses to do your work after yet more convincing. You can have a tripletree, but typically the farmer will talk about a "3-horse evener" (or 4-horse). While I could not find a singletree among our Hagemann Ranch collection, we do have a couple of doubletrees.

In my research (OK, Googling) of single trees, I didn't see any of the other pieces from our picture. So you get a second chance at three of the most similar pieces for this issue's What Is It? The two side pieces appear to say "PAT'D 1873" and one has an "R" while the other has "L." Some other less distinct text may be "130A" or "100A." The piece in the middle has no obvious text. If you know what it is, or just have some clues, please let me know at jkaskey@yahoo.com. These are really interesting pieces, I'd love to be able to show how they were used on the ranch.

Below left: The new What Is It for this newsletter. They look similar, are they related? **Below right:** The reunited pieces of a singletree. Photos by Jeff Kaskey.



LHG Events Calendar

Date	Time	Event	Place
Wednesday, August 12	7pm	LHG Board Meeting	Virtual Meeting
Monday, August 17		Happy 100th Birthday, Mr. Seagrave!	
Friday, August 21		Deadline to deliver nomination packets for AGM elections	
Thursday, September 3		Look for AGM packet via USPS mail	
September 3-10		VOTE for LHG officers; ballots must be postmarked by 9/10	
Wednesday, September 9	7pm	LHG Board Meeting	Virtual Meeting*
Wednesday, October 14	7pm	LHG Board Meeting	Virtual Meeting*
Wednesday, November 11	7pm	LHG Board Meeting	Virtual Meeting*

* Information is subject to change pending Shelter in Place mandates. Be sure to check the lhg.org website frequently for updated information.

Welcome New and Renewing Members! April - June 2020


<p style="text-align: center;">Life</p> <p>Kathy Baird-Baumgartner Don Smith</p>	<p style="text-align: center;">Individual</p> <p>Kathy Lee Rena Leibovitch Wes Shaffer Bob Sherwood</p>	<p style="text-align: center;">Senior</p> <p>Marilyn Fraser Glenn Hage Pam Lawson Dan L. Mosier Nancy Mulligan Ernestine Shay Margaret Sorensen Donna Stevens Marie Timmer Beth Wilson</p>
<p style="text-align: center;">Family</p> <p>Michael Foreman Family William and Nancy Mohler</p>	<p style="text-align: center;">Sponsor</p> <p>Allen Olsen</p>	

In Appreciation

<p>Donations</p> <p>Susie Dial Allen Olsen Terry and Alyce Rossow Tom and Barbara Soules Shirley Anderson, in memory of Erna Liningen Susie Calhoun, in honor of Richard Finn's Southside Walking Tour Jean and Richard Lerche, in memory of Les Leibovitch</p>
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In Memoriam

Barry Schrader
1940-2020



Barry passed away Tuesday, June 30th, in DeKalb, Illinois, from pancreatic cancer. He was a founding member of the Livermore Heritage Guild, and worked tirelessly to make Livermore a better place to live. Though he and his wife, Kay, moved back to DeKalb in 2006, he remained in touch with his many friends in Livermore and came back to visit often. You will be missed, Barry.

Barry Schrader showing off the Red Maple tree presented to him June 6, 2020, by the two local DeKalb Rotary clubs. The tree has been planted outside the Oak Crest DeKalb Area Retirement Center where Barry lived. Photo provided by Barry Schrader.

If you have not heard about our various events, then maybe we don't have your email. Please update us at lhg@lhg.org and we'll let you know about all the heritage happenings!

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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 is currently closed. Please check lhg.org for updated information as it becomes available.

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.