

SOCIETY OF ARCHITECTURAL HISTORIANS

NEWSLETTER OF THE NORTHERN CALIFORNIA CHAPTER SOCIETY OF ARCHITECTURAL HISTORIANS

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Spring 2024

Join Us for a Spring Tour of the Historic East Bay Waterfront Offering Two Tour Dates

The NCCSAH has organized a very fun and fascinating tour for the Spring, 2024: a journey through centuries of waterfront history with *East Bay Yesterday* host Liam O'Donoghue. This unique boat tour will cruise from the Emeryville Marina to the Berkeley Pier and Treasure Island/Yerba Buena Island before heading back to the Oakland Estuary for visits to the Port of Oakland, Jack London Square and parts of the City of Alameda.

These special historic waterfront tours organized for the NCCSAH will occur on two dates (same tour each date): 2:30 pm, Sunday May 19, 2024, and 2 pm, Wednesday May 22, 2024. The boat tour will last approximately three hours. At 12 noon, on each date, before the boat tour, we will have a wonderful three course lunch (salad, choice of four entrees & dessert) at Trader Vic's restaurant, famous for its fabulous Tiki Modern interior and cocktails (the restaurant is a short walk to the boat launch). This tour will not involve extensive walking.

East Bay Yesterday

Liam O'Donoghue is the founder of the *East Bay Yesterday* podcast, named "The Best Podcast about the East Bay" by the *East Bay Express* (which also named him "the Best Journalist-Turned-Historian"). The independently pro-



The 50 foot-long, Delta Marine tour boat, the Pacific Pearl has a warm comfortable cabin, two dinettes, a fresh water galley, and a large comfortable restroom. The boat is handicapped/wheel-chair accessible and it has a PA system with outdoor and interior speakers. Photo: fish [emoryville.com](http://fish.emoryville.com)

duced series explores stories of culture, politics and nature from Oakland, Berkeley and other towns in Alameda County. He has been presented a "Partners in Preservation Award" by Oakland Heritage Alliance. O'Donoghue has given many presentations on local history at libraries, schools and bookstores as well as institutions such as the *Oakland Museum of California*, *The California Historical Society*, and the *Hearst Museum*.

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In Memoriam: Ian Berke, 1940 - 2024

It was with deep sadness and regret that we learned our longtime fellow NCCSAH board member Ian Berke had passed away on February 18 at age 83. We had recently had a board meeting at Ian's house. He had some health challenges during the year, but his passing was really a surprise since he seemed to be getting better in recent months. He was truly a Renaissance man and a great connoisseur.

Ian served on the NCCSAH Board and communications. I first met Ian at the University of California, Berkeley. Ian had a deep appreciation of these disciplines. He was an avid collector of decorative arts and fine art. Trained as a mining engineer, he brought great enthusiasm and a sharp analytical mind to his deep and scholarly appreciation of these disciplines. He was also an antique collector. His authentic collection of art, furniture and decoration were rather eccentric, like his color collection of his stone books opens



One year Ian conducted several tours particularly loved 19th century furniture.

Ian was particularly fascinated by craftsmanship and “how things are made.” I will always remember during the tour of his house, Ian talking with great insight and enthusiasm about the craftsmanship exhibited in the beautiful dowel work of a cabinet drawer.

Ian also had a deep appreciation and knowledge of stained-glass windows. In 2012, he led an amazing all-day NCCSAH tour of stained glass in San Francisco. We all learned so much about the beauty and design of stained-glass windows but were also dazzled hearing about all the different methods of fabricating stained glass to create various visual effects. Ian and Maggie hosted an after-tour reception at their home.

In addition to his love of architecture and decorative arts, Ian was a serious film buff. He would sometimes go to several films in a week (always in a movie theater; he hated Netflix). For the last ten years he posted wonderfully insightful film reviews that drew some 500 on-line followers.

Last but not least, Ian was a great connoisseur of fine wine and food. He particularly loved everything prepared by Maggie, who is a fabulous cook. They loved dining out in San Francisco's many incredible restaurants. But his love of food transcended just haut cuisine: he knew where you could get the best pizza, cheese burgers, hot dogs and pastrami. We will miss him and his great zest for life. —Ward Hill, NCCSAH Board Member



Ian examines cabinet work at Joseph Eichler's house in Atherton. Photos: Ward Hill

Donations may be made in Ian's memory to Swords to Plowshares, 401 Van Ness Ave., Suite 313, San Francisco, CA 94102; or to the Colorado School of Mines, Museum of Earth Science, Geology Department, 1812 Illinois St., Golden, CO., 80401.

Europe “Discovers” San Francisco Bay

The first recorded sighting of San Francisco Bay by a European was made, not from the sea, but from land. Gaspar de Portola, leading a party northward in search of the bay at Monterey, overshot his intended destination. Trying to get his bearings, Portola sent out a scouting party led by Jose Francisco Ortega. Heading up a ridge on the San Francisco Peninsula, the party saw a vast inland sea—what would come to be named San Francisco Bay. The date was November 4, 1769.

How could one of the most remarkable harbors in the world have escaped discovery by Europeans for so long?

As Samuel Eliot Morison notes in *The European Discovery of America, The Southern Voyages, 1492-1616*. Oxford University Press (1974), Sebastian Vizcaino, the first to chart the Farallon Islands (1603), never saw the entrance to the bay. Furthermore, “The annual Manila galleons returning to Acapulco passed along the coast, within sight of the shore, for two hundred years, without ever seeing the Golden Gate.” How is that possible? Morison’s answer: “The lay of the land is such that one can sail almost up to the Golden Gate without realizing that there is an opening; headlands and the Berkeley-Oakland hills look like a continuous land mass.”

Add to that the fact that coastal fog often obscures the entrance to the bay during the summer months, when, in the days of sail, most ocean transit occurred.

For some years, historians thought that Sir Francis Drake, sailing under the English flag, might have made the discovery. He and his crew spent five weeks on the coast, just north of the Gate (June and July 1579). And there was a time when some historians thought that during that stay, exploring the area, a scouting party might have come upon the remarkable inland sea. But not even English reserve could account for Drake being able to contain his excitement if he had made so great a find.



Today’s view of San Francisco Bay at the Peninsula ridge from which Portola’s scouting party first saw the bay. Since that first recorded viewing by Europeans, some 40 percent of the bay has been filled in. Photo: kevingong.com

Initially, Portola, and his party, standing on a 1200-foot high point on the Peninsula (today’s Sweeney Ridge), viewing the expanse of water before them, did not grasp the importance of this discovery. After all he was looking for Monterey Bay.

The first ship known to enter the bay, in 1775, was the *San Carlos*, sailing under the flag of Spain and commanded by Juan Manuel de Ayala. On that expedition, some exploration and charting of the bay waters further enriched understanding of the importance of the discovery.

Friar Pedro Font wrote: “The port of San Francisco. . . is a marvel of nature, and might well be called a harbor of harbors, because of its great capacity, and of several small bays which it unfolds in its margins. . . .” Its capacity was so great, he reported, it could contain not only all the ships of the Spanish navy, but all the ships of all the navies of the world. “Indeed, although in my travels I saw very good sites and beautiful country, I saw none which pleased me so much as this. And I think that if it could be well settled like Europe there would not be anything more beautiful in all the world, for it has the best advantages for founding in it a most beautiful city, with that harbor so remarkable and so spacious. . . .”

Oakland Quickly Gained the Advantage in the Shift to Container Shipping

“Container shipping eventually replaced the traditional ‘break-bulk’ method of handling crates, barrels and bags, and stowing them loose in a ship’s hold, a system in use since the days of the Phoenicians.” —George Raine, Chronicle Staff Writer

The year was 1956. On the East Coast, one Malcom McLean sent a ship loaded with fifty-eight 45-foot containers from Newark, New Jersey, to Houston. While others had suggested the use of containers, McLean was “the first to design a transportation system around the packaging of cargo in huge metal boxes that could be loaded and unloaded by cranes.” Two years later, Matson Navigation inaugurated container shipping on the Pacific coast.

The Port of San Francisco dominated West Coast shipping from the time of the Gold Rush and continued to enjoy that advantage up to the 1960s. But it lacked port-side space and rail capacity to handle containers. Rail traffic via the Peninsula added a full day to shipping time to eastern and northern destinations. Another disadvantage of the Peninsula route were the tunnels leading out of San Francisco. Their bores were not large enough to allow passage of most shipping containers mounted on flat-cars. Nearly all shipping moved to Oakland, leaving San Francisco with limited activity, such as the transport of newsprint and the cruise ship business.

By 1959, according to Matson, “the industry was loading and unloading 0.627 tons [of break-bulk cargo] per man hour. By 1976, . . . the figure was 4,234 tons per man hour. A ship’s time in port shrank from three weeks to 18 hours.”

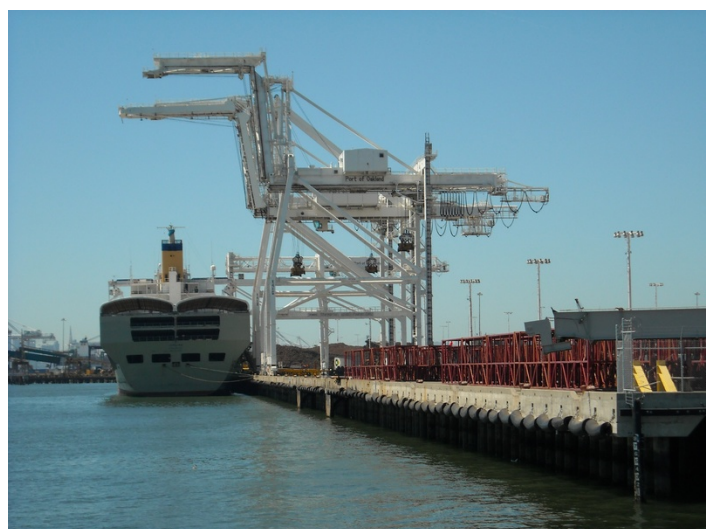
The idea of container shipping got a boost from an unexpected source. In 1965, with the U.S. military build-up in Vietnam hampered by inadequate port and rail facilities, the Pentagon turned to the shipping industry for solutions. McLean proposed containers, and in 1967 he received a \$70 million contract to provide container service to South Vietnam.

Industry leaders in the Bay Area were cautious at first, and longshoremen were concerned about job security. But working the docks was hard, physical

work that took its toll on men. And that was the tack Harry Bridges, head of the longshore and warehouse workers union, took: “We should accept mechanization and start making it work for us, not against us,” he said. Machines would assist dock workers, Bridges told his members, and “help them live longer.” He negotiated a deal with shippers, who agreed to added benefits for the workers, in exchange for which the union would not oppose introduction of containerization.

Under Mayor Feinstein two Chinese companies agreed to establish container operations at Pier 80 and Piers 94-96, in San Francisco. After 10 years, they moved to Oakland. “They required more infrastructure, more rail. They needed bigger, better,” Peter Dailey, the port’s maritime director, said.

According to the Port of Oakland website, “Oakland loads and discharges more than 99% of the containerized goods moving through Northern California. Oakland’s cargo volume makes it the ninth busiest container port in the United States based on Calendar Year 2023 data.” (oaklandseaport.com)



*Container Cranes at the Port of Oakland
Photo: Daniel Ramirez, photographer, Creative Commons
Attribution-ShareAlike License. Wikimedia Commons*

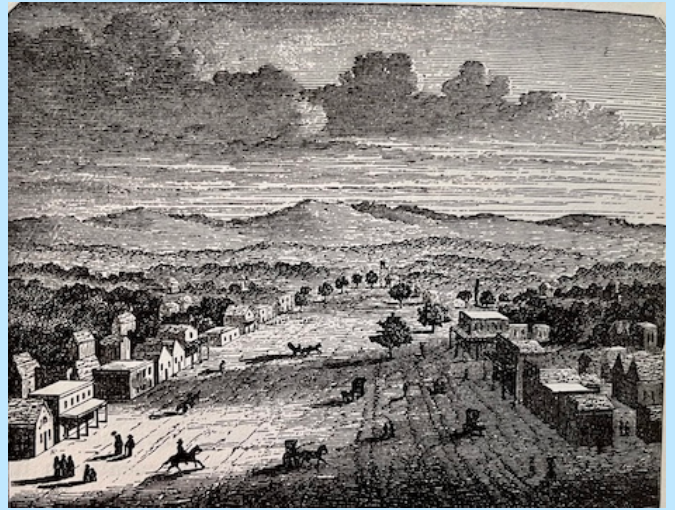
Crossing the Bay: Was this 1876 or 1936—or 1855? →

Except for the peninsula line, the principal terminus for all rail service into the Bay Area at the time B.E. Lloyd wrote was Oakland, which Lloyd describes as but “a way-station for the passengers and freight that pour in from overland and the interior.” “[S]taunch steamers complete the journey to San Francisco. . .the office, store and workshop, while Oakland and Alameda are the homes of the many laborers, mechanics, business men and capitalists who daily cross upon the ferry.”

First to make the crossing, in the early morning, according to Lloyd, are “laborers and mechanics. . .with lunch baskets or pails at their feet. . .[and] the Chinese vegetable venders with their baskets and poles”. The next voyagers are the “clerks, bookkeepers and salesmen and young women engaged in various capacities in the shops, stores and factories of the city. Following these, money brokers and brokers’ clerks, bank employees and merchants. . . [and finally] the gentlemen and ladies of elegant leisure, heavy capitalists, landed proprietors and bankers. . .[and] not a few of the Oaklanders and Alamedans who are off to the city on a shopping tour.”

The evening crossings back to what we might today call the “bedroom communities” of the East Bay occurred in reverse order, according to Lloyd. This description of ferry passage on the bay might well have been relevant right up to the time the Bay Bridge opened. At its peak, the San Francisco Ferry Building saw a volume of passengers—20 million annually—second in the world among all types of terminals only to Charring Cross Station in London.

—B. E. Lloyd, *Lights and Shades in San Francisco*, (1876, reprint 1999.)



“Oakland, on the eastern side of the bay directly opposite San Francisco, is to the latter, something like what Brooklyn is to New York. Between the two former places there are frequent daily opportunities of communication by steamers. Many people who carry on business during the day in San Francisco, have their dwellings and families at Oakland. The latter is one of the sweetest and most beautiful places on the bay. It is a great excursion quarter for holiday folk from San Francisco. . . . Recently a small village, then a thriving town, it has now assumed the name, if not all the pretensions of a city, although the inhabitants number only two or three thousand.” —*The Annals of San Francisco*, 1855.



Oakland Mole (1922), Southern Pacific terminus at end of 7th St., Oakland; demolished in the 1960s. In its place, Oakland built a 140-acre terminal to handle containers.
Photo: bennethhall on flickr

The Bridges of Alameda County



Left: High St. Bridge, Alameda/Oakland, Photographer Craig Howell. Creative Commons. commons.wikimedia.org.

Top right: Park St. Bridge, Alameda/Oakland.
Photo: *The Living New Deal*

Right: Fruitvale Avenue Railroad Bridge and single-leaf bascule Miller-Sweeney Bridge in open position. Alameda/Oakland.
Photo: localwiki.org - Oakland



The Oakland Tidal Canal boasts the most significant group of movable bridges in the Bay Area. All four—Park Street bridge, Miller-Sweeney Bridge, Fruitvale Railroad Bridge and the High Street Bridge—have all been determined eligible for the National Register. The three most common types of movable bridges built in North America are the swing, bascule-lift and the vertical-lift bridges. The swing bridge, the simplest and most common type of movable span in railroad use, is also the earliest movable railroad bridge developed in America. A swing bridge rotates laterally around a vertical pivot point with the most common type designed with equal arms on either side of the pivot point eliminating the need for counterweights. The main disadvantage of the swing bridge is that by virtue of its design it must occupy the middle of a waterway.

The bascule bridge solved some of the problems of the swing bridge. The name 'bascule' derives from the French word for 'balance', which describes essentially how this bridge type works. The two basic bascule arrangements—single-leaf and double-leaf (i.e. the opening spans facing one another)—require heavy counterweights balanced against the span. Railroad bascules are usually single leaf arrangements. A common bascule is the trunnion type where the bridge and counterweight are balanced on a fixed lateral axis located at the center of gravity. As the counterweight is lowered, the span is raised; this allows the bridge to be opened with a minimum of energy. The earliest modern bascule bridge was built on the Chicago River, in Chicago, during the 1890s. The Park and High Street Bridges are both trunnion type bascule bridges [see illustrations above].

There are two bridges at the Fruitvale Avenue crossing: the **Fruitvale Bridge** (1951), a vertical-lift railroad bridge, and the **Miller-Sweeney Bridge** (1973), a 4-lane single-leaf bascule bridge. This is the only place in

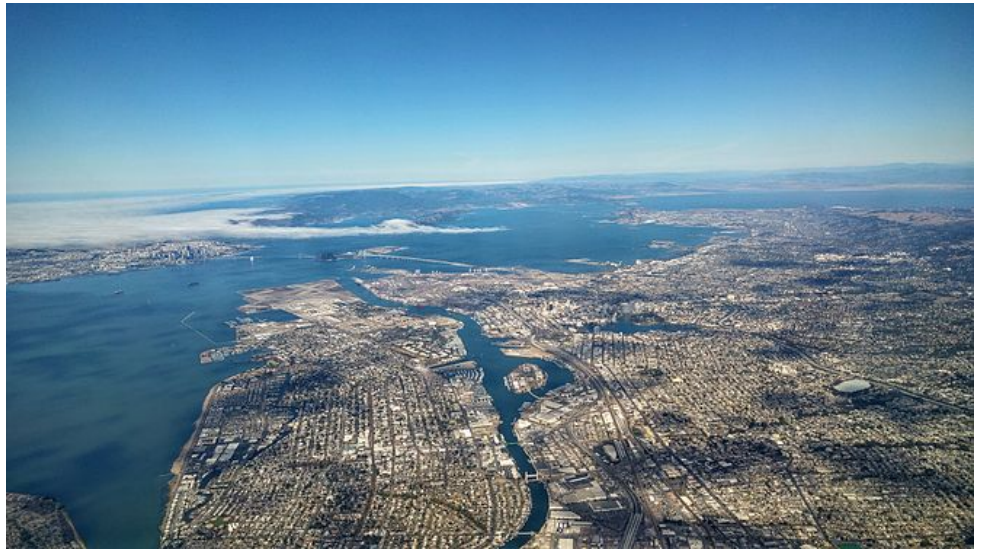
California where it is possible to see both a vertical lift and a bascule bridge in close proximity.

The first Fruitvale Bridge, opened in 1902, was a manually operated swing bridge intended for both rail and vehicular traffic. An electric motor was installed in 1911. Although open to both trains and autos, most of the traffic was rail until the 1920s, when the bridge became increasingly a motor vehicle span. The last passenger trains crossed in 1941; all rail traffic ceased in 1951, and the tracks were removed when the adjacent vertical-lift railroad bridge (today's Fruitvale Bridge) was completed.

Compared to the other movable bridge types, the engineering of the vertical lift bridge is simple and straightforward: towers on either side of the channel provide both a lifting mechanism (motor-operated counterweights) and support for the bridge as it is lifted. Vertical lift bridges are well suited for long span crossings, and they can be built with a variety of roadbeds or decks. They can be opened more quickly than other movable bridges, and railroad tracks align automatically when closing. The main disadvantage is the vertical clearance.

The motor-vehicle-only Miller-Sweeney Bridge replaced the original Fruitvale Bridge. Legal wrangling among Alameda County, the Southern Pacific Railroad and the federal government delayed replacement of the 1902 structure for decades. The old bridge continued in use for vehicular traffic until 1971; trucks were banned in 1968. The replacement bridge opened in 1974.

The first **Park Street Bridge**, completed in 1892, was a cast iron "swing bridge." By the 1920s, rust and structural deficiencies made the bridge unsafe for use by heavy trucks and posed a navigational hazard, as well. Alameda County and the PWA shared the cost of a replacement bridge. Its opening, in 1935, was marked by the wedding ceremony, on the bridge, of an Oakland groom to an Alameda bride, symbolizing the joining of the two



In 1901, Alameda became an island when the Army Corps of Engineers cut through the neck of land connecting it with Oakland. Photo: The East Bay (2015) en.wikipedia.org

communities.

The deep footing of the Park Street Bridge permitted the final dredging of the tidal canal so larger ships could navigate through this area. The bascule design also made possible freer navigation for more and larger ships through the Oakland Estuary.

The first **High Street Bridge**, constructed in 1852, was a simple plank roadway on wooden timbers that led across the marsh from Oakland to Alameda. The second, completed in 1901, was a cast iron swing bridge like the first Park Street Bridge.

In 1927, that bridge was condemned and closed for almost a year because it was considered unsafe. The bridge was rebuilt and opened again in about a year. The rebuilt structure lasted about ten years, then was closed permanently, in 1938, and dismantled for the construction of the third High Street Bridge, a smaller version of the bascule Park Street Bridge.

The new High Street Bridge, like the Park Street Bridge, increased substantially the capacity for vehicular traffic into Alameda, benefiting industry and commerce in the city. The bridge's deep footing permitted the final dredging of the tidal canal so larger ships could navigate through this area. The bridge's bascule design also made possible freer navigation for more and larger ships through the Oakland Estuary.

—continued on page 13

Many People Generously Helped Make Our Autumn San Diego Tour a Smash Hit.

We extend our deepest gratitude and appreciation to architectural historian Diane Kane for planning our absolutely fantastic architectural tour of San Diego last October. Diane spent eight months working on the three-day program, and the many hours devoted to planning the tour were certainly apparent. It was great!

Thank you, Diane! And thanks to the many people and organizations who made the San Diego tour a rich and fascinating experience:

Joe Burson-Ryan for arranging our accommodations at *Le Pensione Hotel* located in the middle of San Diego's vibrant *Little Italy*

Jaime Laird with the *Gaslamp Quarter Historical Foundation* for organizing our tour of the San Diego Gaslamp Quarter

David Swarens for our tour of the Petco Park/J Street Corridor

Rob W. Quigley, FAIA, for generously hosting us in his incredible home/office, *Tor Kaelen*, and leading our tour of the astounding San Diego Central Library

David Marshall, AIA, Heritage Architecture & Planning, for his wonderful tour of beautiful Balboa Park

Rachel Wilkerson who organized our amazing dinner at the *El Prado* restaurant in Balboa Park

Greg Giacomuzzi, California State Parks Historian, for the insightful tour of Old Town San Diego

Lisa Mookini, Banquet Supervisor, for organizing our wonderful Mexican food lunch at the *Fiesta De Reyes* in Old Town

Bill Lawrence, President & CEO, and Dr. Tina Zarpour, Vice-President, *San Diego History Center*, for their excellent lecture about the Junipero Serra Museum.



San Diego Tour group pauses for a portrait at Civita Park, San Diego. Photo: Jane Shabaker

Glen Schmidt, FASLA, Schmidt Design Group, for the tour of the San Diego tour's surprise hit: the beautiful Civita Park, once a sand and gravel quarry, now a 230-acre residential community.

Andrew Goodrich, AICP, architectural historian with Architectural Resources Group, Los Angeles, for leading our fascinating tour of the University of California, San Diego. And Walter Grimm, Assistant Manager, for organizing our lovely buffet lunch at the UCSD Faculty Club

Barbara Friedman with the Salk Institute for leading our tour of this great architectural masterpiece by architect Louis Kahn.

And last—but certainly not least—the docents at the San Diego Museum of Contemporary Art, La Jolla, for the tour of their stunning new museum.

Additional photographs from the San Diego tour appear on the following two pages.

San Diego Tour Photo Gallery



*Photos clockwise from top left: Balboa Park;
San Diego Central Library;
Odd Fellows Hall, Gaslamp Quarter;
Home of architect Rob Quigley.*

More San Diego photos appear on the next page.



*Photos clockwise from top left: Balboa Park;
Salk Institute, La Jolla;
a bit of whimsy on the UCSD campus;
San Diego Central Library interior;
UCSD Library, side view.
All photos by Jane Schabaker*

—Spring Tour continued from page 1

Transportation

Trader Vic's restaurant and the nearby Emeryville harbor where the tour boat is moored are located on the Emeryville Marina near the Interstate 80 and Powell Street interchange in Emeryville. The Emeryville Marina has plenty of parking and is accessible by public transportation. The *Emery Go-Round* provides fare-free shuttle service seven days a week to the Emeryville Marina from the McArthur BART station. The Powell Street-Shellmound Street Route Shuttle leaves every 15 minutes from the McArthur BART station and it stops a few blocks from Trader Vic's restaurant (more info at emerygoround.com). The *Emery Go-Round* shuttle ride from BART to the Emeryville Marina takes about 25 minutes. The restaurant is located only a few blocks from where the tour boat is docked.



Trader Vic's fabulous Tiki Modern Restaurant features a beautiful view of the Emeryville harbor.
Photo: tradervicsemeryville.com

—Both tour dates are fully booked. To get on a wait-list in the event of cancellations, contact

Ward Hill: whill@pacbell.net

Remembering Gee Gee Platt 1939-2023



"I'm feeling very cross" was often the preface to testimony Gee Gee Platt would give before the city's Redevelopment Agency or Planning Commission, whose members knew they were in for stern, if polite, instruction on a sensitive preservation issue.

Gee Gee has entered a pantheon of San Francisco women who made a strong commitment to participation in the civic arena, including Friedel Klussman, who led the post-war campaign to save the cable cars, and Sue Bierman, a leader of the 1960s "freeway revolt".

Shortly after moving to San Francisco, Gee Gee, as a member of the Junior League, chaired the team for San Francisco County in the League's pioneering survey of historic San Francisco architecture, published in 1968 as *Here Today*, and officially adopted by the City of San Francisco two years later. By that time, she had been named to the newly created Landmarks Preservation Advisory Board, on which she served for 13 years, 7 of them as president. Gee Gee also served for years on the boards of San Francisco Heritage and the California Preservation Foundation.

Gee Gee's legacy includes many men and women active today in the field of preservation whose careers she nurtured and encouraged.

San Francisco Heritage Big Book Sale! Saturday, May 4, 2024, 11:00 a.m. to 4:00 p.m. Thousands of volumes from the library of Gee Gee Platt. Proceeds to benefit Heritage. sfheritage.org

Registration: Historic East Bay Waterfront Tour

[please print]

Name _____

Affiliation _____

Address _____

City/State/Zip _____

Email address _____

Telephone number _____

Indicate preferred tour date:

May 19 _____ May 22 _____

Number of places on the tour:

_____ Members @ \$70 \$ _____

_____ Non-members @ \$100 \$ _____

Price for non-members includes one-year
NCCSAH membership

Total enclosed: \$ _____

Please make checks payable to NCCSAH and mail to:

Ward Hill—East Bay Waterfront Tour
3124 Octavia Street, #102
San Francisco, CA 94123

Membership Dues

Is your membership current?

At \$30 per year,

NCCSAH membership is still a great deal.

Please see the coupon on the last
page for details.

Events Calendar

San Francisco Center for the Book

Remember Me: American Carved Stone Books from the Ian Berke Collection. Curated by Mindell Dubansky. April 27-June 23, 2024. San Francisco Center for the Book. 375 Rhode Island St., San Francisco. sfcbook.org

California Preservation Foundation

Conference and Awards Celebration. May 29-June 1, 2024. Millennium Biltmore Hotel, Los Angeles
californiapreservation.org/conference

Petaluma Historical Library & Museum

May 1, 2024, 6:30 pm. *Untapped Potential: Strategies for Preservation and Reuse of Historic Properties.* <https://www.eventbrite.com/e/untapped-potential-strategies-for-preservation-revitalization-and-reuse-tickets-878505953957>

DOCOMOMO

2023 National Symposium, Miami and Coral Gables, FL: *Streams of Modernity: Postwar to Postmodern.* May 29-June 1, 2024. docomomo-us.org/events

Berkeley Historical Society

Exhibit: *Berkeley and the Movies.* Through September 21, 2024. berkhistory.org

21st Annual Architecture + the City Festival,

September 6-27, 2024, presented by the Center for Architecture + Design, in collaboration with AIA San Francisco. Enjoy events celebrating San Francisco's historic and emerging architecture. aiasf.org

National Trust for Historic Preservation

PastForward National Preservation Conference. October 28-30, 2024. New Orleans, LA
<http://www.pastforwardconference.org/pastforward19/>

California Historical Society

Exhibition: *Rare, Historical, and Curious: Selections from the Collection.* On view in street-level windows of CHS building, 678 Mission St., San Francisco
<https://www.californiahistoricalsociety.org>

Society for Industrial Archeology

52nd Annual Conference, May 15-19, 2024. Minneapolis, MN. sia-web.org

SOCIETY OF ARCHITECTURAL HISTORIANS

The mission of the NCCSAH is to promote the study and discussion of our region's architectural history and its related fields; visit significant works of architecture; and increase public awareness and appreciation of our historic built environment. Membership is open to anyone interested in architectural history and its related fields.

NCCCSAH Officers

President, Richard Brandi
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Remember, you do not have to be a member of the National SAH to become a member of NCCSAH
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Don Andreini
NCCSAH Newsletter Editor
nccsah@gmail.com

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or to renew your membership return this form and your dues check for \$30 made out to NCCSAH to

Ward Hill, NCCSAH
3124 Octavia Street, #102
San Francisco, CA 94123

Name _____

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NCCSAH Web Site

To view back issues of the newsletter, go to nccsah.org

—*Bridges, continued from page 7*

The 1941 WPA book *Alameda - The Island City* noted that the construction of the High and Park Street Bridges had "done much to increase the flow of commerce between Alameda and the Bay Region."

—*This article is an edited version of two reports, one on the Park and the High Street bridges for Alameda County Public Works, and one on the Fruitvale Avenue Railroad Bridge for The Army Corps of Engineers, both by Ward Hill..*

And just one more thing—

Did the container cranes of the Port of Oakland (photo page 4) inspire the snow walkers in *The Empire Strikes Back*? George Lucas has said, *emphatically*, "No".