

Hudson River Valley Institute
Walkway Over the Hudson Oral Histories
Shirley McClintock

Interviewer: So I am reading through here, your mother Mary was the niece through John O'Rourke the chief engineer for the railroad bridge is that correct?

Shirley McClintock: Yes that is correct.

Interviewer: He chief construction of the bridge.

McClintock: No during construction, his obituary, I think obituary from the New York Times Monday, July 30th 1934 and amongst the items that they comment upon. Let me see if I can see the part about the bridge there's a heading here, "Built Poughkeepsie Bridge," "while still a young man Mr. O'Rourke was indentified as ... and was engineer

[Sound goes completely out]

McClintock: To finance the recovery of the O'Rourke's who were trying to put the bridge up so that financial rescue enabled him to start all over again. 101:20 [Sound fades to whisper] So the second attempt succeeded and I've learned since attending the public hearing a few weeks ago that the caissons were a crucial part of the success of the bridge and I don't know whether it was his innovation or whether it had been tried before but evidently the caissons are anchored on large stones and they are still in place and are worthy of maintaining the bridge. 101:51 [Sound completely out] 101:55 [Sound as a whisper] John O'Rourke was an engineer and an inventor, of his successes were based on his attempting things for the first time and one of the things.

Camera Man: Stop things for a second, were having technical difficulty

Camera Man: Will start from the top with everything

McClintock: Okay.

Interviewer: I guess we started from your relationship to John O'Rourke?

McClintock: Yes, John O'Rourke was my mother's uncle he was the brother of my grandfather William O'Rourke and they were the two oldest children in the family of twelve. Their father passed away when John O'Rourke was a student at Cooper Union and my grandfather was a student at Fordham. Since their father died and there was a family to support. It was decided that John F. O'Rourke would stay at Cooper Union and my grandfather would take over the family business that their father had been running. My mother was ten years old at the time and John F O'Rourke became her guardian. So many of the stories I know about him, I know from the family history and he was an inventor and he was an engineer and he graduated first in his class from Cooper Union. He was in the class of 1876 he was considered a protégé of Peter Cooper who took a big interest in him as a student. He went on to an engineering business; in fact he founded the O'Rourke Engineering and Construction Company but he also taught at Cooper Union, he wrote books on civil engineering that have been used in other universities one of which was the Princeton University School of Engineering. He was very much a family man, so much of the work he did included not only my grandfather but several of his other brothers, one

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was James O'Rourke, Fred O'Rourke and I believe they all came to help work on the bridge. Now I have an obituary here written in the New York Times at the time of his death and it's dated the New York Times Monday July 30th 1934 and one of the headings here refers to the Poughkeepsie Bridge and it goes on to say: "While still a young man Mr. O'Rourke was indentified with the building of the New York Elevated Railways, later he was employed on work in connection with the Haverstraw Tunnel of the West Shore Railroad. Then he was engineering in charge of bridge building in Wisconsin and Texas and elsewhere, but his first work of considerable importance was constructing engineer from 1887-1890 of the Poughkeepsie Bridge one of the largest railway bridges in the world at that time. While living in Poughkeepsie Mr. O'Rourke married Ms. Catherine Innis daughter of Aaron Innis a manufacturer on January 7, 1890." Aaron Innis played a role in the construction of the Poughkeepsie Bridge. The first attempt by John O'Rourke to construct the bridge was to use caissons of a system I guess was considered usual at the time, however, the caissons collapsed and it cost him everything he had to put into the bridge, but Aaron Innis was very much interested in the success of the bridge and he was member of a manufacturer in Poughkeepsie and I also believe he was the Mayor of Poughkeepsie. So he was able to arrange financing for John O'Rourke and the people who wanted to build the bridge, I'm sure to continue, I think there had been other failures. So with that assistance they went ahead and he came up with a caisson system that I have since learned since coming up here, I wasn't sure of how he did it, but the recent engineering studies indicate that the caissons have stones in them and the stones were what anchored the caissons to the floor of the Hudson River and they are evidently still in very good condition and that probably contributed largely to the success that it is still today, that it is a usable bridge. Now you could ask me other questions because I'm not certain you know what else you would like to incorporate here.

Interviewer: In terms of you relationship with the family [cut off].

McClintock: Oh my relationship?

Interviewer: Did you know John O'Rourke, did you call him your great-uncle?

McClintock: He died in 1934, so I didn't, I was a very small child so I didn't know him to talk with, but his son Innis O'Rourke I know very well and Innis O'Rourke junior, I know very well, and Innis O'Rourke III. I kept the name Innis in the family and Innis is a name I'm sure your familiar with in Poughkeepsie, I think there's Poughkeepsie Avenue or Poughkeepsie Street or something, oh not Poughkeepsie, Innis. So the Innis' are from Poughkeepsie and he married Kate Innis so that in part is where I get some my information also. My mother was ten when her father died so she became well he became her guardian. So he oversaw my mother's upbringing and education and she told me a lot of stories about him because she knew him very well but he had three children Innis O'Rourke, Catherine O'Rourke, and John O'Rourke. Now my mother was particularly close to him because she had had, eyesight trouble and he oversaw here getting treatments so that she could go to school, she couldn't go to school without special treatment and the stories I heard about the work he did in New York City. He was the engineer and construction company that built 120 Broadway which at the time was I think one of the tallest building in New York and it was the building that created the need for zone I think, so that the tall building didn't obscure the sunlight, but perhaps one of the most remarkable things he did

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was he built the foundation for the Pennsylvania Station and at the time it was comparable to building the Panama Canal because Penn Station is built on the base of a mountain and they had to blast the entire foundation. Then he built all the tunnels under the Hudson River between New York and New Jersey that go out of Penn Station and the old Penn Station had a plaque at its entrance that said that the tunnels underneath the North River as it was called were constructed by the O'Rourke Engineering and Engineering Company. So his involvement around the Hudson River was considerable and when Al Smith was governor of New York, John F. O'Rourke asked if he could have permission, I believe from the Port Authority to construct another tunnel in addition to the other tunnels that were out of Penn Station for free and he said he could pay for the whole thing and there would be no public financing and the problem that developed with that tunnel which they would now like to have because of the congestion. Queens and Brooklyn did want another tunnel to come from Jersey to New York because of competing interests perhaps port interests in Brooklyn and in Queens. So the hearing end with Al Smith saying he would get back to him, letting him know if he could have the tunnel, he never got it. So that tunnel would have cost a million dollars and think I saw recently that they again are considering a tunnel, it's going to cost a lot more than that, but would you like me to read this article that is in the Times? It was in the times about him, O'Rourke because it's something you can put in your archives.

Interviewer: Oh, excellent.

McClintock: It says, "John F. O'Rourke engineer is dead built Pennsylvania Railroad tunnels here, Bush terminal and six subway tunnels. He's a Cooper Union graduate class of 1876; he designed Los Angeles Harbor and worked out devices for the use of compressed air. John Francis O'Rourke engineering contractor died at his home, here last night, in Great Neck, Long Island. The funeral will be held at Saint Patrick Cathedral in New York on Wednesday morning at 11 o'clock. Mr. O'Rourke who built the Pennsylvania and Long Island Railroad tubes under the Hudson and East Rivers, the Bush Terminal and laid the foundation for the New York Stock Exchange as well as prepared the plans Los Angeles Harbor and would have been eighty years old on October 3rd 1934. Twenty-five years ago he submitted plans for the raising of the battleship the Maine from Havana Harbor. Mr. O'Rourke thought the warship could be floated and actually repaired to the extent of being able to proceed under her own steam. It was found, however, that the Maine was so badly damaged that the salvaging had to be made piecemeal, he aided in the Nova Scotia project. Born in both this country and in Canada, Mr. O'Rourke was well-known in building and engineering circles, from 1894 to 1896 he was in Amherst, Nova Scotia where he participated in the construction of the [Shenectau] Ship Railway, a projected planned to help save the long trip around Nov Scotia by connecting the Bay of Fundy with the Strait of Northumberland and the Gulf of the Saint Lawrence but the lack of financial support, however, this place had to be abandoned. In New York, Mr. O'Rourke built six tunnels for subways notably the one connecting the south tip of Manhattan and Brooklyn. He also laid the foundation the equitable building 120 Broadway and many important tunneling structures. He was born in Tipperary, Ireland on October 3rd, 1854 and came to this country with his parents as a child of two. He was the oldest of seven children", it lists here, he was the oldest of twelve. "After attending elementary school in New York City, he took engineering courses at Cooper Union and was graduated with high honors. For sometime after that he was professor of Engineering in Cooper Union. While still a young man, Mr. O'Rourke was identified with the New York

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Elevated Railways later he was employed at on the Haverstraw Tunnel”, which I mentioned before. “While living in Pough.”- [cuts off], “He was an engineer in charge of bridge building in Wisconsin, Texas and else where, but his first work of considerable importance was the constructing engineer form 1887 to 1890 of the Poughkeepsie Bridge. One of the largest railway bridges in the world at that time. While living in Poughkeepsie Mr. O’Rourke married Ms. Catherine Innis daughter of Aaron Innis manufacture, on January 7th 1890. After his return from Nova Scotia Mr. O’Rourke was associated with for a time with William Barkley Parsons in rapid transit undertaking, later he organized the O’Rourke Engineering and Construction Company which built many of the projects mentioned above. Aside from such work, Mr. O’Rourke worked on a number of inventions in relation to compressed air in caissons and tunnels. These included the O’Rourke airlock for caissons and the gravel packing devices for blowing gravel under pressure outside the rings of tunnels as they were driven through earth by means of this invention, tunnels could be driven under streets without causing the settling of street surfaces or of adjoining properties. Mr. O’Rourke contributed many articles to engineering in scientific publications. He was a trustee of Saint Patrick’s Cathedral and the Knights of Saint Gregory. For many years he retained residence on West Fiftieth Street near Saint Patrick’s Cathedral and had a home in Great Neck. He was an enthusiastic golfer and was a member the Garden City Nassau County Clubs. He is survived by his widow and two sons, Innis and John O’Rourke and a daughter Catherine.” So that pretty well outlines briefly what he did. Several years ago I met someone who had worked as a construction worker in his company and it was quite by chance to hear of John F. O’Rourke and he said yes I worked for him and he said he could always get people to work because he was always the first man into any tunnel he built and then he also told his men he would never send anyone to a place he wouldn’t go himself. So he was very highly, you know, respected. His name appears in books from time to time about the efforts it took to accomplish some of these things. For instance the Pennsylvania Railroad was very anxious to get the tunnels under the river so they could connect with the main land over in Jersey and there’s a book that we just happened to come across not long ago and it’s called Conquering Gotham and in here the author Joel Jones mentions John F O’Rourke, and the celebrations they had in connection with the day with the tunnels under the river were opened up. And I could read a little bit to you from that, but this is the cover of the book, [shows the cover of the book to the interviewer] and evidently Mr. Jacobs is referred to as the head of Pennsylvania Station. If you don’t mind I’ll just get my thought together and [slight pause as she looks to find her place in the reading] the Erie Railroad was involved in this also [another pause to find her place] Well it says here, “Charles Jacob’s waiting at the Weehawken Pier in a plad working suit. He greeted the group steeping off the tugboat”, this is to do with the tunnels under the river. “Shaking hands with a clutch of excited newspaper reporters, percussively welcoming Alfred Noble and Henry Jack of the struggling East River tunnels, General Charles Raymond and James [Fogle] and other engineers, in high humor he lead the way down into the north tunnel riding in the Weehawken caged elevator; with the dimples chinned John F’ O’Rourke famously silent president of the tunnel’s construction company. As a young engineer O’Rourke had erected many of Manhattan’s early elevated lines as well as the Poughkeepsie Bridge and in recent years his firm had built by caisson method the foundation of many of the city’s celebrated new skyscrapers including the Commercial Cable Building.” So as I say there are other references to him from time to time of the work he did. He had fragile success and financial failures because many times his projects were so large they required a lot of financing through the banks and if they ran behind schedule or something went wrong, he’d sometimes lost his whole investment. He bought

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as I understand this now, he bought the New Jersey marshes which is now the Meadow Lands and he had attempted to dredge the marshes but the system eventually succeeded in doing that was not available at that time and the system that developed the procedure was Prad Institute, however, he lost I understand, four million dollars when he went into that venture. One of the saddest things for everybody involved is that he felt he invented the safety razor and he took Sonny Gillette to court because he felt it was his invention and it had been stolen but he lost the case and actually that was a very shattering experience for him but he was an inventor. That's something that will never be determined because he lost his case. He made the initial work on the diving belt and he totally devoted his entire research on the diving belt to the Navy, the U.S Navy, and he didn't get any money for that it was entirely, you know, a contribution, and then when Lucius Peebe came to build the diving belt he built it on the research he had gotten from John F O'Rourke. He lived out in Great Neck for a while and the land he owned at that time was taken over by the Kings Point and that's where, I think it's the Merchant Marine Academy is there so that's where he was. So I don't know what else you would like to know about him.

Interviewer: Well I'd like to know more about the diving bell personally I find that technology as fantastic. One more question about the bridge I'd like to go over. I think we have a pretty good idea of your family history and your knowledge of John himself, but in terms of the bridge, I don't know much information you have about the bridge or how much you know about the bridge itself, but if you would like to go ahead and offer any thoughts on the bridge itself. I have a couple of specific questions.

McClintock: Well, I probably don't know any more about the bridge itself than you do because I would be relying on the same information that you have. As you can see there were so many things they discussed about him, but the bridge was not always, you know what they talked about. He, but as you can see, mentions the Poughkeepsie Bridge as one of his greatest accomplishments and that's the thing that has kept me interested in because I've heard about it all my life and that's why I'm here, but I don't know anything about the construction of the bridge.

Interviewer: Have you ever been on the bridge?

McClintock: No I haven't but I've been invited by Mr. Schaeffer to come up when the time is right, you know I will do that. I've never been on the bridge.

Interviewer: So are you looking forward to it?

McClintock: Oh, I certainly am, oh yeah.

Interviewer: Is there one specific thing you find the most interesting about the bridge itself, other than your familial connection with it?

McClintock: Well it seems to me that it's a product of a lot of vision. The people who wanted this bridge and the envisioned something viewed to be almost impossible at the time and when you realize it was built in the 1880s and 1870s. There was considerable vision here of what the potential was, to be able to unite these two shores, to expedite the delivery of steel and coal. It

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was an economic success when it was finally completed and it encouraged people I think to take chances and be innovative and not to give up and it was really almost a spirit of the country at that time, you know they were building railroads across the country and they were uniting the country in a cohesive way business and industry and agriculture could somehow all form one unit and it probably made more a United States than it might had it not been for all the railroads to hold it together. Also people had to take risks and this was a big risk and when you think about Aaron Innis putting up the money for it, I mean he stood to lose a lot of money if it didn't work and I've only heard from other people that there had been several attempts before with finally complete it but they didn't give up, you know so that's what I think about when I look at it. That they never gave up.

Interviewer: Obviously the bridge played a crucial role in transportation in this country in its heyday, moving goods across the river, like you said kind of uniting the two sides of the river.

McClintock: That's right

Interviewer: That role has pretty much past obviously it was in the 70s when they stopped using the railroad bridge as a railroad bridge.

McClintock: That's right

Interviewer: Pretty much vacant and with plans to make it a walkway what kind of role do you see it playing for the community, for the Hudson Valley as a whole, obviously but from Poughkeepsie as well?

McClintock: Well I think that the time has come when these Hudson River communities will be able to absorb a lot of the urban growth that's coming out of New York City because New York can't offer anymore its done all it can do in terms of attracting major corporations and major interests they've run out of land, they've run out of building space and with the transportation system being what it is people can come up to Poughkeepsie and they can still do business here and not feel that they are isolated and they can walk to New Jersey. I mean, so I think all these big towns, Poughkeepsie, Ossining you know all the way down the river, will benefit from an infusion of capital. They will be attracted by the novelty of this bridge; this bridge is a novelty that I don't know if it exists anywhere else. It's going to be the highest and the longest pedestrian bridge in the world and that's quite as claim to fame. In fact when it was built, it was the highest and longest bridge until one was built in Scotland, to superseded the height and the width I guess and the length and it's very important for people I think to remember the history because history gives a lot more meaning to an adventure rather than just something that appears out of the blue and people can't necessarily identify with it but hopefully the people in Poughkeepsie can take a lot of pride. They had the vision to come up with bridge in the first place and to maintain it, they didn't tear it down and one of regrets that I have about Penn Station is that they tore it down but Poughkeepsie somehow was able to maintain it and make this walkway possible and who knows what will come next for it, you never know, and I often think how much I would like to walk down from the beginning to the end of this trail way that there putting together, and when you think of the bicycle paths. Now people have to ride on the Bronx River parkway, pretty soon they can ride on this trail. It will be much more scenic and safe there won't be an automobile

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traffic or anything like that and you know somehow I'm hoping that John F' O'Rourke will not be forgotten and I'm very interested in the history of the area and one reason why I wanted to contribute to this, when I was history student myself I found how hard it is to put together an accurate picture of a person or an entity unless you get all the facts and you have to pull them together and this is a wonderful exercise in pull this together because you can see there's nothing comparable at the moment and also I'm really amazed at the amount of funding that is available because the State of New York is doing this, along with private foundations that's very impressive, when you've seen structure in this country that has crumbled, bridges are collapsing, this is quite a thing for pride for New York State and when I was growing up New York State was a pioneer in a lot of things that I think at the time for health care it was a big pioneer. I think New York State was the one that pretty much eradicated tuberculosis through the medical support it was given to eliminate it. So hopefully New York will use this as a way to come back to, you know, but I'm going to give you the material that I brought and hopefully it will contribute to you total effort.

Interviewer: I'm sure it will; do you envision people coming up to Poughkeepsie to use this trail way?

McClintock: Yes I do. It's a very easy trip, it's only an hour and a few minutes on the train now and people in New York are always looking for ways to get out, to go some place where's there's greenery and recreation and even now I see on Sunday mornings people with bicycles going up to Westchester to ride on the parkway. So this wouldn't be much further for them to go to ride and walking is another big physical fitness program and when you think people who walk the Appalachian Trail this could be comparable, this could be comparable.

Interviewer: Do you see the bridge as part of a revitalizing effort for Poughkeepsie, do you see this as helping bring people up to the area and maybe infuse some capital into the local area and build up Poughkeepsie?

McClintock: Well I would think so, I think people would like to come up here and live and in fact people in New York City now have to leave if they have small children because there's no place to go to school, I mean you know they need new schools and it could attract young families and it could attract industry because you have space up here and space is at a premium but you need some big draw and it wouldn't be just the walkway. I mean it could be the Chamber of Commerce, it could be all the various civic organizations you have here but also it would be something that they could invite potential investors to see and it would be an attraction that would be different and we know it's going to be the tallest and the longest pedestrian bridge in the world. So hopefully it will attract some interest all around by everybody.

Interviewer: Have you every lived in the Hudson Valley?

McClintock: No I've never lived in the Hudson Valley. I'm just trying to think of any possibility, no I never did.

Interviewer: Always in the city, the metropolitan area?

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McClintock: No I was born in New York but as a child I lived in Norwalk, Connecticut. My maiden name was Sprig, McClintock is my married name and then I moved to Princeton, New Jersey and I went to Cornell University and just as an aside my father-in-law who was Dr. Miller McClintock where my married name comes from, he was the first traffic engineer in the United States to get a PhD from Harvard in traffic engineering and he when you drive down the middle of the road or you drive down the street and you see the yellow lines down the middle of the road and the white lines those are from his PhD thesis at Harvard. So traffic has again come up in my life.

Interviewer: So you have all kinds of ties to the transportation industry [cuts off]?

McClintock: Yeah, that's right.

Interviewer: Methods of transportation?

McClintock: Right, the Cloverleaf on the highways was one of Dr. McClintock and so it's just kind of like a circle, here I am talking about my mother's uncle and I can also talk about my father-in-law to some extent.

Interviewer: I just have one final question regarding the bridge itself, as obviously as you don't have a whole lot of involvement with the Walkway project itself.

McClintock: No.

Interviewer: More interested in the historical aspect, the State has produced funding for the bridge which has decided to turn it into a state park do you have any suggestions for naming the bridge, naming the state park?

McClintock: Well I'd love John O'Rourke but that's no going to happen [laughs] that would be nice for us, a name for the, well I like the name of the Walkway. I've liked what you have done already. I find very little room for improvement over what you've already done. I mean I'm really happy to be included and I really feel quite honored that you invited me up here this because I would have been just on the side lines cheering you on but I think any name they come up with, you know, would be fine. What I would like is if possible there could be a little plaque or something on there about who he was, beyond that, you know, I think we'll take what we can get.

Interviewer: So were delighted that you came up and shared some of the history of your family with us.

McClintock: Could I give you the name of my cousin who's Innis O'Rourke he is the great grandson of John F. O'Rourke. Now let me see, he's another source other than myself, he's, he told me he has been following the progress of the bridge and I think he said he contributed to you know, whatever, a membership maybe. His name is Dr. Innis O'Rourke III and his address is RFD #1 1227 [La Knoll] Oyster Bay, New York 11771 and his telephone number is 516-626-0926 and as I say he's a pediatrician in Long Island, but I'm sure as his great grandson he

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probably has some more stories that I don't have, that he would have heard, he wasn't alive of course when John F. O'Rourke was alive but his father was, John F O'Rourke's son Innis passed a way several years ago and his son Innis O'Rourke became the mayor of Kings Point, New York, so they were pretty much involved around New York City and Long Island but they never lived up here as far as I know okay.

Interviewer: Thank you very much for coming up and sharing with us

McClintock: Thank you for inviting me, [laughs] I really feel that I have shared a claim to fame here which is very nice.

Interviewer: Once the project is put together I'm sure we will get you a copy, once the project is finished. I'm sure there's going to be some kind of a viewing room like that to show people a little history of the bridge, some historical aspect other than just a physical walking across.

McClintock: Does your local historical society have much information on the bridge, do they preserve it?

Interviewer: I don't have that information for you [cut off by McClintock]

McClintock: I'm just curious.

Interviewer: I would image that they do.

McClintock: I would think that would be a good source of what happened before he arrived and

Interviewer: Right.

McClintock: Maybe even why they called upon him.

Interviewer: Sure.

McClintock: I do understand that Carnegie steel is the steel they used on the bridge; somebody mentioned that at the public hearing.

Interviewer: I believe we heard that from Mr. Schaeffer, he told us that.

McClintock: Also I've been in touch with Cooper Union, I'm working with Cooper Union on trying to [cuts off], he was in the Hall of Fame at Cooper Union. They're having their 150th anniversary I think next year and I talked with them about you know keeping this information available and to much my surprise a lot of their archives are gone, they can't find them so you know I would think if Poughkeepsie maybe as a city, they might have kept a lot of this information and maybe you'll find out more and hopefully you know there's more about him in there that I don't know about, it would be in connection [clears throat] maybe on how he got Aaron Innis interested in this bridge or Aaron Innis got him interested in the bridge but I do

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know Aaron Innis played a financial role and John F. married his daughter so that's an interesting personal aside.

Interviewer: Right, absolutely, that's the great part about history there's always more of it to dig up somewhere.

McClintock: Yeah that's right.

Interviewer: I'm sure we'll pursue those avenues and try to get a lot of the historical side we can but also try to look more into the coming together of the parties who built the bridge obviously the Innis' and John O'Rourke.

McClintock: Well it's probably just a missing link that he found you know probably a lot of people thought of things but they just couldn't make it work until he got here so and that's why I think they keep talking about him in terms of the bridge, he came up with, he solved the problem of whatever it was and I'm impressed that it's still standing.

Interviewer: That's an amazing story considering how younger bridges are crumbling all over the place.

McClintock: Well that Minnesota bridge was well it brought everybody to their you know to their realization and in fact when I talked to Peter Cooper recently or Cooper Union [clears throat] I said there might be something more involved about this bridge and the materials they used and you know some of the improvements they've made in bridge building maybe haven't been as good as the material they used in this bridge.

Interviewer: Sure.

McClintock: This is a steel bridge and evidently it's not too rusty or at least they went through the rust the steel was still pretty good.

Interviewer: That's what Mr. Schaeffer told us was they spent a couple of million dollars doing some very in depth research and you know going out to the bridge actually and testing the steel and the materials and the caissons and the bases and the results came back and said that the bridge really was built to last forever and that's in just as good condition now as it was then, just some very minor improvements to be made but I agree with you I think that some of our current technologies and things like that might not be so great as their cracked up to be.

McClintock: No that's right. Sometimes when they think they've found something more economical maybe it hasn't been as efficient.

Interviewer: Right.

McClintock: So I was impressed that the Carnegie steel was still working.

Interviewer: Absolutely.

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McClintock: And I think they probably had an interest in getting this bridge constructed to though when you think about it, the suppliers and the business people that were going to use it as a railroad bridge would have been very much anxious to have it succeed. So if there are meetings at town hall and things like that maybe could tell you a little bit more but I think I told what I can tell you.

Interviewer: Thank you very much we appreciate it

McClintock: You're welcome; anymore I can do for you I will be glad to come up. In fact I'm going to try to come up as time goes by and follow the progress and maybe join one of the committees or something.

Interviewer: Well hopefully we will see you soon.

McClintock: Yeah.

Interviewer: As soon as the project moves forward.

McClintock: Thank you very much.

Interviewer: Thank you very much appreciated.

[End at 145:11]

Nick Marshall to McClintock: Alright great, have you seen the book Bridging the Hudson book?

McClintock: Have I seen the bridge which?

Marshall: One of the props back here I noticed.

McClintock: Oh?

Marshall: Have you seen this before?

McClintock: Oh let me see, I'm not sure, I know it exists but I haven't seen it, I know there's a picture of John F. O'Rourke in here. Somebody told me that but I have not seen this book.

Marshall: Yeah, it's a wonderful source and it goes into the many things you were talking about, but this section is the first section about the building of the bridge, placing the piers and so it must be in the first few pages.

McClintock: Oh okay.

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Marshall: [showing her the book] So these are some of the local advocates [thumbing through the book] of the bridge.

McClintock: Is there a thing on Aaron Innis in there? I wonder?

[Marshall thumbing through pages while showing her the book]

McClintock: That's quite a book

Marshall: This, the guy who did this was very interested in the engineering project too, the case of how it works, Homer Randstall.

McClintock: Who wrote the book?

Marshall: Carleton Mabee was his name.

McClintock: Oh he's a local person right?

Marshall: Yeah.

[Thumbing through]

Marshall: Designs, so those are utility executives, steel fabricators.

[End of interview 146:52]