

ANNOTATED BIBLIOGRAPHY PROJECT

Bilstein, Roger E. The American Aerospace Industry: From Workshop to Global Enterprise. New York: Twayne Publishers, 1996.

This book is a good source for understanding the changing state of the aircraft industry from its beginnings up until fairly recently. Among my findings are the fact that aircraft workers wages were somewhat higher than those for other manufacturing jobs during the Great Depression, because by that time their work had become more specialized than it had been, but that the Depression still temporarily drove their wages down somewhat.

Jones, Nard. Seattle. Garden City, NY: Doubleday, 1972.

This publication provides some basic information about the early days of Boeing. Most importantly, it states that since very early aircraft manufacturing mostly involved carpentry and was also not particularly profitable, Boeing made various other wood products (furniture, etc.) to keep itself from going under. This business decision was also logical for the reason that the company's founder, William Boeing, had been in the timber business before deciding he wanted to build airplanes.

McCann, John. Blood in the Water: A History of District Lodge 751 of the International Association of Machinists and Aerospace Workers. Seattle, WA: District Lodge 751 of the International Association of Machinists and Aerospace Workers in association with the Labor Education and Research Center, The Evergreen State College, Olympia, WA, 1989.

As the title would suggest, this book is a history of organized labor in Boeing factories. The first chapter provides useful background information on the basic philosophies and history of organized labor in the U.S., while the following chapters focus specifically on the history of District Lodge 751. Although this book contains abundant and relevant information, due to inflammatory language in some places, I am at times forced to question its objectivity.

McKelvey, John, et al. The Seattle General Strike. 1919. Seattle, WA: Shorey Book Store, 1971.

I used this book in an attempt to understand the general context of organized labor in Seattle around the time of Boeing's founding. My findings show that the relationship between management and labor in the city was generally tense, with the General Strike of

1919 being the culmination of that tension. That particular strike, grew out of a 35,000-man shipyard strike for higher wages, with other trades eventually striking in sympathy.

Nelson, Gerald R. The Life and Times of an American City. New York: Alfred A. Knopf, 1977.

This source gave me some small facts about early Boeing. It allowed me to make an interesting then-and-now comparison, which is that Boeing started with only 21 workers, but is now one of the largest and most economically important employers in the Puget Sound region.

Pierce, J. Kingston. Seattle: Pillars and Pariahs Who Made the City Not Such a Boring Place After All. Pullman, WA: Washington State University Press, 2003.

I used this source for various trivia about Boeing, e.g., although nearly bankrupted by the loss of government sales after the First World War, Boeing recovered by getting into the airmail and airline business, though the segments of the company devoted to these ventures were later split off in anti-trust actions by the government.

Serling, Robert J. Legend and Legacy: The Story of Boeing and its People. New York: St. Martin's Press, 1992.

This is a general history of the Boeing company, its products, and prominent individuals in its employ over the years, and is useful as such. Where organized labor in Boeing factories is mentioned, however, the tone seems vaguely dismissive (though not hostile), posing the opposite problem as McCann's book, but also indicating a trend of antagonism between management and labor at the company.

Simonson, Gene R., ed. The History of the American Aircraft Industry: An Anthology. Worcester, MA: The Heffernan Press, Inc., 1968.

This book is valuable for understanding the changing nature of aircraft manufacturing over the early part of the twentieth century. For instance, at first, aircraft companies often relied on workers who had been trained in other trades which were similar to those required in their factories. On another interesting note, this book explains that up until World War II, aircraft manufacturing had been a hold-out of individual craftsmanship, where even as planes began to made from sheet metal instead of wood, the skill of the individual machinist was still very important, and the product was assembled in a sort of workshop environment. However, with America's entry into World War II, factories were commandeered for military contracts, and vast, efficient production lines were instituted, replacing individual skill with the division of labor prevalent in other trades, with this sacrifice allowing the massive output of warplanes necessary for victory.

