

COVER. The illustration on the cover is from A *Treatise on the Steam Engine* by John Farey (London, 1827). This ten-horsepower engine, built by Jukes Coulson and Company of London, is remarkably similar to the engine found in Haiti in 1927. Cornelius Von S. Roosevelt's interesting article on the Haiti engine begins on page 23.

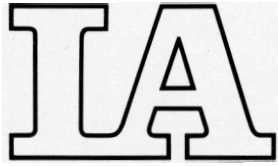
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Retrieval Card Section

ALEXANDER PARRIS: NAVAL FACILITY ARCHITECT

KEY WORDS: Architectural history; Drydocks; Granite architecture; Greek Revival architecture; Naval Facility architecture; Naval technology; Rope-Walks.

ABSTRACT: For the last half of his professional career, architect-engineer Alexander Parris (1780-1852) worked for the United States Navy, designing and/or superintending some of the most substantial engineering and manufacturing facilities undertaken by the government during the first half of the nineteenth century. Economic, political, architectural and technological considerations in the realization of seven major projects completed by the architect while engaged with the Boston Navy Yard, Charlestown, Massachusetts, are considered in the paper. Speculation as to why such a successful private architect, designer of the Faneuil Hall Markets and the St. Paul's Church of Boston, and the "Church of the Presidents" of Quincy, would spend so much time in governmental service is considered. References to other activities of the architect while employed within the public sector are included.

REFERENCE: Davis, Helen W., Hatch, Edward M. and Wright, David G., 'Alexander Parris: Innovator in Naval Facility Architecture,' *IA, The Journal of the Society for Industrial Archeology*, West Virginia University, Vol. 2, No. 1, 1977, pp. 3-22.

SITE LOCATION: U.S.G.S. Map: *Boston and Vicinity, Mass.* The site of the Boston Navy Yard is: Latitude: 42° 22' 30"; Longitude: 71° 03' 00".

This also corresponds to an alternate U.S.G.S. coordinate system: 4693 m.N. by 331.5 m.E.

1818 STATIONARY STEAM ENGINE AND SUGAR MILL IN HAITI

KEY WORDS: Steam engine; sugar mill; Liverpool; Js. Lindsay & Co.; Hatch Iron Works; Haiti.

ABSTRACT: A stationary steam engine and sugar crushing rolls built in 1818 in Liverpool stands unguarded in an open field on the south shore on Haiti in a remarkable state of preservation. The imminent completion of a steel mill in Port-au-Prince threatens its existence by providing a ready market for scrap iron.

REFERENCE: Roosevelt, Cornelius Van S., '1818 Beam Engine and Sugar Mill in Haiti,' *IA, The Journal of the Society for Industrial Archeology*, West Virginia University, Vol. 2, No. 1, 1977, pp. 23-28.

THE OLEAN-BAYONNE PIPELINE: A PRELIMINARY SURVEY

KEY WORDS: Oil Pipeline, Petroleum Industry, Transportation, Wrought Iron, Steam Pumping.

ABSTRACT: In 1880 the first pipeline connected western Pennsylvania to Bayonne, New Jersey, and with its construction, the era of mass movement of oil had begun. This paper presents the early history of the historic pipeline and surveys the extant structures and remaining sections of in situ pipe.

REFERENCE: Lenik, Edward J., 'The Olean-Bayonne Pipeline: A Preliminary Survey,' *IA, The Journal of the Society for Industrial Archeology*, West Virginia University, Vol. 2, No. 1, 1977, pp. 29-34.

TRACKS AND TIMBER

KEY WORDS: Railroads, Wood, Wood Utilization, Wood Cross Ties, Timber Structures, Wood as a Fuel.

ABSTRACT: From the beginnings of railroads in America, wood played a dominant role in all phases of construction and even provided the fuel. The paper traces the use of wood for tracks and ties, and a variety of structures. Although focused on a single site it provides an important background on the role of wood in the history of railroads and a means for industrial archeologists to identify extant timber structures associated with railroads.

REFERENCE: White, John H., 'Tracks and Timber,' *IA, The Journal of the Society for Industrial Archeology*, West Virginia University, Vol. 2, No. 1, 1977, pp. 35-46.

ROCKY RIVER BRIDGE NEAR CLEVELAND, OHIO

KEY WORDS: Concrete arch; Luxemburg construction; parallel twin construction; plain concrete; steel centering; A. M. Felgate; Wilbur J. Watson.

ABSTRACT: The Rocky River Bridge, with a clear span of 280 feet, was both the last and the longest long-span concrete arch in the United States to be built with unreinforced ribs. The bridge, whose parallel twin construction marks it as an example of the Luxemburg type, was built between 1908 and 1910 to link the Cleveland suburbs of Lakewood and Rocky River. It was designed by Cuyahoga County bridge engineer A. M. Felgate, who incorporated huge stone slabs into the arch ribs in order to raise the compressive strength of the concrete. Wilbur J. Watson, consulting engineer to the contractor, pioneered the use of steel, rather than timber, centering for construction of the main arch.

REFERENCE: Miller, Carol Poh, 'The Rocky River Bridge: "Triumph in Concrete",' *IA, The Journal of the Society for Industrial Archeology*, West Virginia University, Vol. 2, No. 1, 1977, pp. 47-58.

UTM: Lakewood Quadrangle 17.430590.4592450.

RIDEAU CANAL – SWING BRIDGES

KEY WORDS: Industrial Archeology; Bridge structures; Preservation; Rideau Canal; Swing bridges.

ABSTRACT: On historic canals such as the Rideau Canal, the bridge structures are subjects of serious interest. They are a part of the history of the canal constructed by the Royal Engineers in 1826-32; but also structurally they are of interest to the industrial archeologist. The different bridge structures extant on the canal, and the swing bridges in particular reflect in their structural details developments in engineering design and the utilization of new materials of construction over a period of some 140 years. With steel and concrete bridges fast replacing older structures on North American waterways, soon historic canals will be one of the few places where such structures can be viewed. Thus, it is important that bridge structures on historic canals be carefully studied to help ensure their preservation. Such a study is now being conducted on the Rideau Canal.

REFERENCE: Passfield, Robert W., 'Swing Bridges on the Rideau Canal,' *IA, The Journal of the Society for Industrial Archeology*, West Virginia University, Vol. 2, No. 1, 1977, pp. 59-64.