Historic and Architectural Resources Survey Report

BARBER-COLMAN INDUSTRIAL COMPLEX

and South Main Street Survey Area
Rockford, Illinois

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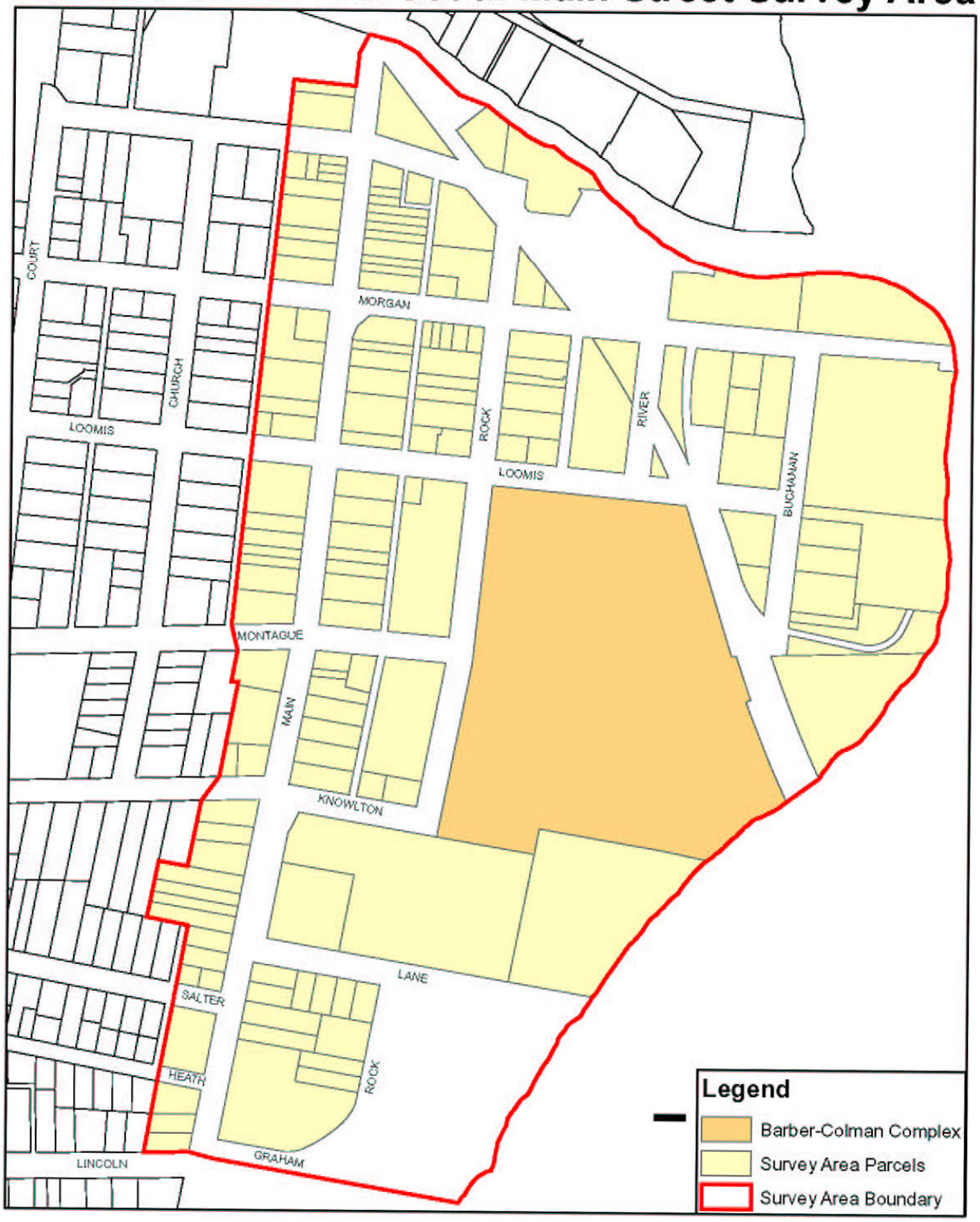
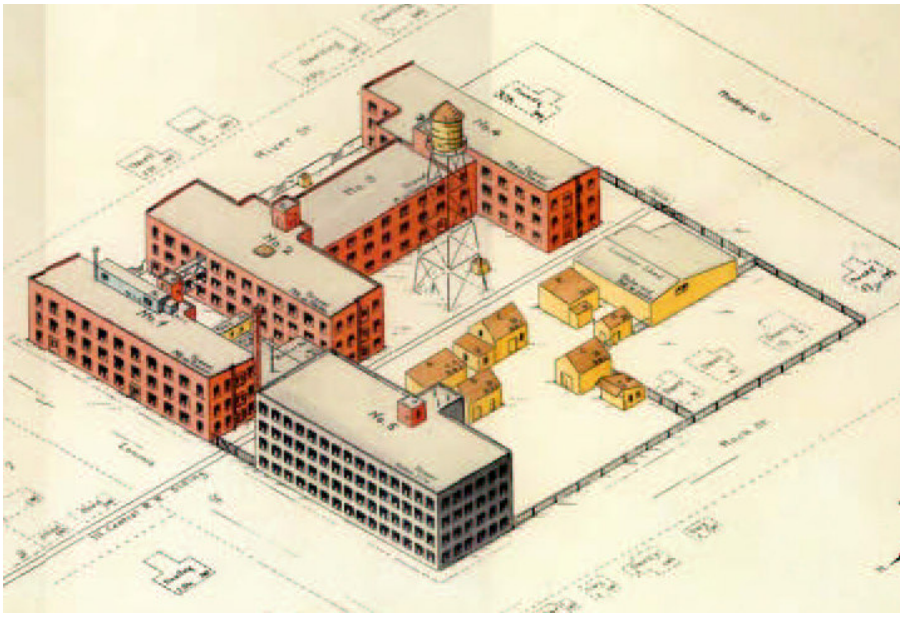
Barber-Colman and South Main Street Survey Area



INTRODUCTION

The Barber-Colman Company was historically one of Rockford's largest manufacturers. Established in 1900 in a mature residential neighborhood just south of Kent Creek and the Water Power District, it began as a place of technical innovation for the textile industry. In over eighty years at the same location it gradually evolved into a manufacturer of a wide variety of machine tools, temperature controls and industrial parts with a network of branch factories across the United States and worldwide sales and distribution centers. It provided a rich source of local jobs, being among Rockford's largest employers for decades, and served as an economic engine for the community. When the Barber-Colman Company consolidated operations in its Loves Park Plant and sold its Rock Street property to Reed Chatwood, Inc. in 1984, it left behind an industrial campus in south Rockford whose structures showcase the development of industry throughout the first half of the 20th century. Surrounded today by several large vacant blocks on the west, as well as scattered industrial properties on its northern and eastern edges, the core of the complex still retains a variety of interesting industrial building forms from different time periods that reveal the company's history. The identification, documentation, and preservation of these historic resources can provide the city of Rockford with an education and understanding of the industrial past that fueled its growth throughout the early 20th century.



The Barber-Colman Company in 1908
Associated Mutual Insurance Co. Map, 1908

From March through May 2005, Granacki Historic Consultants undertook an intensive field survey of every structure in a mixed use area that included both sides of South Main Street and all blocks east to the Rock River, from the northwest corner of Kent Street and Kent Creek on the north, to Lincoln Avenue on the south. This survey area contains 152 parcels on sixteen whole blocks and parts of nine other blocks, encompassing 87 acres. Active freight railroad tracks originally for the Illinois Central line cut across Main Street adjacent to Kent Creek, moving on a diagonal towards the Rock River. Investigation involved 99 structures within the larger survey area, with fifteen of these within the Barber-Colman complex. Photographs were taken and a survey form completed for every structure in the area. In cases where there was additional information and/or photos that did not fit on the survey form, continuation sheets were created. All existing structures within the Barber-Colman complex itself were thoroughly investigated and photographed on the interior as well as the exterior. This project includes a copy

of all survey forms and continuation sheets with original photographs attached, compiled in a set of binders. A computerized database provides an inventory listing of every structure in the survey database with all pertinent information.

The purpose of the study was to determine the potential for local or National Register landmark designation of any part or all of the area. This report summarizes the information gathered in the survey, our evaluation, and conclusion. It presents a strong case for the eligibility of the Barber-Colman industrial complex for listing on the National Register of Historic Places under Criterion A for history and Criterion C for architecture.

EVALUATION

The Barber-Colman and South Main Street survey area contains a broad mix of structural types. The oldest properties are residential, stretching along South Main Street from Loomis to Lincoln Avenue and in a few other scattered locations. These 31 residential structures are primarily single family, mid- to late 19th-century vernacular type homes that are identified with a larger existing residential neighborhood lying west of Main Street. The area east of Main Street was also once residential from the 1860s until the Barber-Colman Company was established at the southwest corner of Loomis and Rock streets in 1900 and gradually acquired eight blocks over its 50+ year expansion and building program. Originally 22 structures, today there are fifteen structures still standing in the Barber-Colman, including seven that are considered architecturally significant. There are seventeen other industrial structures outside Barber-Colman, located on the north and east edges of the survey area, principally along Morgan and Buchanan Streets. The South Main Commercial District contains 33 commercial structures, with a pedestrian-oriented concentration in the 1000 and 1100 blocks that dates from the early 20th century. Three other types of structures bring the total surveyed to 99 structures and one park. There are also 52 vacant parcels in the survey area, which includes seven parking lots. Three full city blocks between Main, Rock, Loomis, and Lane streets are now vacant, having been cleared by Barber-Colman at one time for use as parking lots.

From our analysis of both the physical resources on the site and the historical records of the company, it is very likely that the Barber-Colman Company site is eligible for listing on the National Register of Historic Places as a historic district under Criterion A for history and Criterion C for architecture. The Barber-Colman Company designed and manufactured hundreds of industrial machines and machine parts that had an important impact on the development of many common products. Most of the machines changed the way just one part of the manufacturing process was conducted, or provided just one part of a much larger product. But the number of products affected was vast. Barber-Colman estimated that its textile machines were used by 90% of the weaving mills in this country. [*Rockford Republic*, August 9, 1965]. These machines made a major contribution to reducing costs and increasing efficiency in the production of quality fabrics. The company's hobbing machines and cutting tools were used by other industries to make precise gears for typewriters, cars, trucks, tractors and airplanes. Industrial instruments were used to control equipment in the chemical, metalworking and plastic industries, while their small motors were used in copy machines, tape players, vending machines and many small electrical appliances. The temperature control division was responsible for the development and manufacture of a variety of thermostats and humidity controllers for commercial, institutional, and industrial buildings. The company maintained factories throughout the United States and distribution centers for their products all over the world. Besides the

impact felt worldwide through its branches and array of products, the company was a leading employer in Rockford for decades and a good corporate citizen through its employee programs and civic contributions.

The Barber-Colman Company industrial complex is important from an architectural point of view because of the wide variety of historic industrial building types, spanning forty years, which are represented there. There are very good examples of three principal types of loft construction including standard mill, beam and girder reinforced concrete, and flat slab reinforced concrete construction. As the one-story factory began replacing loft structures for manufacturing processes that required larger clear spans, those built at Barber-Colman display several different and dramatic roof truss systems. And the powerhouse, as is typical of other industrial and municipal utility complexes, is rendered with a fine attention to architectural stylistic detail. The 1948 loft building that housed the company's offices has an interesting primary façade that is expressive of the time it was designed. Most structures on the site retain a great deal of original integrity; where alterations exist, they appear to be largely reversible. The use of red brick for the majority of the structures adds a visual cohesiveness. Although no master architect has been identified, this grouping of structures can be considered architecturally significant for embodying the distinctive characteristics of the most typical industrial structures of the early 20th century. Of the fifteen, seven were individually rated significant with the remaining eight rated contributing to the character of a potential historic district.

We do not believe there is a historic district encompassing any part of the area outside the Barber-Colman complex. On the western boundary is the South Main Street commercial district, one of Rockford's five early commercial centers, and west of Main Street, is a very old residential neighborhood that grew up from the mid-19th through the early 20th century**.** The commercial street is physically intact for about two blocks, however, the severity of alterations at both the storefront level as well as the upper floors means that most structures have very poor integrity. The original design of most, even when visible, was not exceptional except for the Capitol Theatre, which now has too many original architectural elements missing. Of the 33 commercial structures surveyed, only one was rated significant, seventeen were rated contributing, and fifteen were rated non-contributing to the character of an historic district.

Many of the residences are very old, from the latter half of the 19th century, but in most cases, they too have been greatly altered. Of the 31 residential structures, only one, the Graham-Ginestra house, which is now used as a museum, is architecturally significant and is individually listed on the National Register. Sixteen houses are rated contributing and fourteen are rated non-contributing, all of those due to inappropriate alterations to historic structures. Although the proximity of the residential neighborhood, the commercial strip, and the Barber-Colman industrial complex indicates there was probably some interaction among these sectors over the years, each developed during different time periods. The residential neighborhood was well established when the Barber-Colman Company and other industries spilled south of Kent Creek from the burgeoning Water Power District to the north and systematically acquired small residential properties to construct their facilities.

There are seventeen other industrial structures on sites to the north and east of Barber-Colman, along Kent Creek and the Rock River. Only one of these, Grafcor Packaging, is considered architecturally significant. Of the others, five are contributing and eleven are non-contributing to a historic district. Most are utilitarian structures without architectural interest, or they have been

largely altered over the years so that any interesting original features are obscured or missing. It is not recommended that any of these be included in a potential Barber-Colman Historic District.

INDUSTRIAL HISTORY OF ROCKFORD

The growth and development of Rockford from its founding in 1834 has been one of technical innovation. From individual machinists working in small shops to invent or improve small tools, grew a diversified industrial center that produced machine tools, hardware, farm implements, appliances, furniture, automotive accessories and aircraft parts. Although it was known successively as the "Reaper City," "Furniture City," and "Machine Tool City," the strength of the city's manufacturing sector lie in the fact that it was not dependent on any one industrial product.

It was the potential power source of the Rock River that attracted the early settlers to Rockford. The first sawmill was built on the Rock River near Kent Creek in 1834 by Germanicus Kent, and in 1843, the first foundry and machine shop opened on North Second Street by the Watson Brothers. An early act of the Illinois legislature in 1849 that addressed the "improvement of the Rock River…and the production of hydraulic power" provided the impetus for major industrial development in the city. Business leaders in Rockford in 1851 pooled their resources to dam the Rock River and create a Water Power District, and the area was quickly filled with factories and machine shops of many types.

But it was the coming of the railroads to Rockford that many historians believe changed it from a small town into a burgeoning industrial community. The Galena & Chicago Union Railroad was the first to establish a line through town in 1853. With the availability of hydroelectric power and rail, Rockford entered a period of decisive growth. By the 1860s, the city of Rockford was a booming mill town with a farm implement industry whose foundries and machine shops turned out self-raking reapers and mowers. After the Galena line arrived, there were many other railroad proposals to connect Rockford with other northern and downstate Illinois cities, to Wisconsin and to St. Louis. The Illinois Central constructed an ambitious Industrial Beltline circling the city and one of its spurs cut through the Water Power District continuing south of Kent Creek and then across the Rock River. The prominence of rail serving almost all freight and passenger service in and out of Rockford lasted until the 1920s. [Nelson, p121]

Since Rockford began as two early settlements that spanned the Rock River, crossing the river was important from its inception. The first bridge, a wooden span over the Rock River at State Street, opened to foot traffic in 1845, and replaced the ferry service that had been the only means of crossing up until then. Still, for the next forty years, there were few bridges other than those for the railroad lines. In 1890-1892, bridge building accelerated in the city, including the first one across Morgan Street. By 1962 there were eight bridges across the Rock River in Rockford and Loves Park, giving the city its nickname, "City of Bridges."

Waterpower, rail, and machine fabricating capabilities attracted other industries to Rockford. The first furniture maker, Forest City Furniture Company, was started in 1874 and by the 1920s woodworking industries were added to the mix. Textile machine companies got their start with John Nelson, a Swede who came to Rockford in 1852 and invented, with William Burson, a fully automated machine to knit a "Seamless Sock". In 1910 there were five knitting factories in

Rockford employing 2100 workers and the city was the largest producer of hosiery in the U.S. [Lundin, p113] These same resources attracted a youthful inventor named Howard Colman who opened a machine tool factory in 1900 that would become Rockford's largest employer.

Throughout the first half of the 20th century, industrial growth in Rockford continued unabated. By 1948 it was the third largest industrial community in Illinois with a population of 110,000 and an industrial workforce of 35,000 employed in 350 factories. Three-quarters of them worked in machine tools, hardware, machinery, automotive products, foundries, or other metalworking industries. Among them, the Barber-Colman Company, located in the Central Industrial Area, one of four industrial areas in the city at the time, was the second largest, with over 2500 employees. [Alexander, p 67-69]

Rockford's industrial strength continued throughout the 1960s and the Barber-Colman Company prospered with it. In 1963 Barber-Colman was Rockford's biggest employer [*Rockford Star,* March 20, 1963]. In 1967, Barber-Colman was one of Rockford's ten largest companies, employing over 5000 workers in its local two plants. That year, for the city as a whole, the manufacturing work force was 56,575 employees in a population of 250,000. [Nelson, p137] Even though companies closed or consolidated, there were always others that took their places.

However in the early 1970s the economy of Rockford, then Illinois' second largest city, had a major setback with the strike by United Auto Workers against two major employers, Sundstrand Corporation and National Lock Company, affecting 3000 workers. Old family-run companies began to be sold and layoffs and plant closings followed. Declining manufacturing employment became an ominous trend throughout the nation, but affected Rockford particularly hard because of its traditional reliance on that employment sector. Manufacturing jobs in the county declined from 45 to 34 percent of the total between 1979 and 1987 and were replaced by low paying service sector jobs. In 1982, Rockford's unemployment rate of 19.2 percent was the highest in the nation, and in January 1983 it reached 25.5 percent. [*Chicago Tribune,* April 6, 1971] Although manufacturing still accounts for the majority of the city's economy, more than half the largest corporations are no longer locally owned. The Barber-Colman Company has followed this trend too, and exists today in Rockford as a subsidiary of Eurotherm Controls, Inc. whose headquarters are in Virginia.

HISTORY OF THE BARBER-COLMAN COMPANY

At the end of the 19th century, Howard Colman, a young Wisconsin inventor and entrepreneur, came to Rockford in search of a metalworking shop to build a prototype for a new textile machine he was developing. His fledgling company, Barber & Colman was founded in 1894, as a partnership with Wisconsin lumberman and investor W. A. Barber, and was located above the Spengler Brothers machine shop in the Water Power District. Colman's first patent and marketable invention was manufactured in 1896 -- the Creamery Check Pump. The check pump was used for separating buttermilk and dispensing skimmed milk, but it never sold in large quantities. The following year Colman made an arrangement with the Creamery Package Company who purchased his patent.

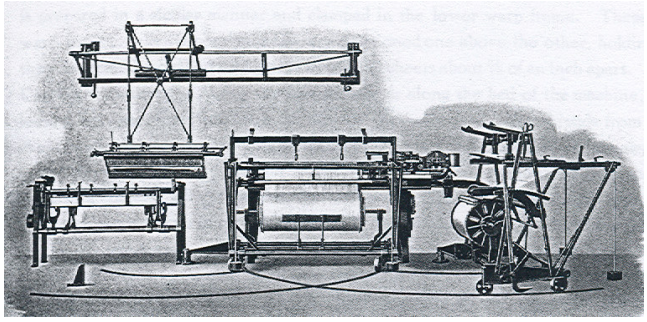
But it was Howard Colman's revolutionary textile production inventions that led Barber & Colman on its rapid rise as a worldwide leader in the design and manufacture of hundreds of diversified products. First introduced in 1900, Colman's Hand Knotter was in such immediate

demand that within two years, the company was able to build its first plant on Rock Street in Rockford and had established branch offices in Boston, Massachusetts and Manchester England. Although the site Colman chose was in an established residential neighborhood, it was located just across Kent Creek from the burgeoning Water Power district, and within a block of South Main Street streetcars, the Illinois Central freight line, and the new Morgan Street bridge over the Rock River.

Colman's next invention, the Warp Tying Machine was also immediately successful after production began in 1904. In that same year, his business was incorporated under the name of the Barber-Colman Company. To accommodate the necessary installation of new machinery and equipment for the exploding business, five new loft structures were built on the site by 1907. In 1909 the company was reincorporated with three directors, Colman, Luther L. Miller, and Harry A. Severson.

Hand Knotter

The kinds of textile machines designed by the Barber-Colman Company addressed small weaving operations but became so instantly successful because they had a major impact on the efficiency and quality of production in the US textile industry. Understanding the role of the Hand Knotter and Warp Tying Machine illustrates their importance to textile plants across the country. Textile mills have large mechanized looms that interweave crosswise strands known as filling, with lengthwise strands called the warp. Loom shuttles carry the yarn that is used for filling back and forth through the warp threads. This yarn is stored on large spools that are supplied from many bobbins. To fill such a large spool with continuous yarn, the ends of yarn in each bobbin must be tied together. This was formerly done by hand which was time-consuming and led to errors by inexperienced operators, sometimes spoiling the woven material. The Hand Knotter standardized the knotting process and thus improved the speed of production and quality of product. [*Knots*, p13]

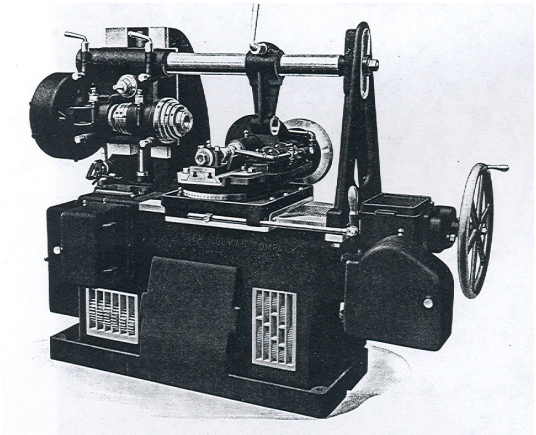


Warp Tying Machine

The Warp Tying Machine was much larger and found its value in another tying operation. Before the weaving process can begin, the mass of threads that form the warp must be passed through the eyes of heddles (which are like long needles) so they can be lifted up and down to create the fabric patterns. Drawing these threads through the heddles by hand was very laborious. When threaded, hundreds of yards of cloth would be woven on a loom over several weeks. At its end, however, a new tying process would have to occur. Instead, with this machine, about 36 inches of old warp threads would be left in their heddles. The Warp Tying Machine automatically tied these warp ends to new warp threads for the next bolt of cloth which were then easily passed through the heddles. A job that formerly took over three hours when done by hand could be replaced by a machine that tied 2000 warp threads in eight minutes. As a result, mill operators could reduce their labor force for this operation from fifteen to just two workers. [*Knots*, p19]

In 1919 after a patent dispute with its inventor, Barber-Colman purchased the rights to the Warp Drawing Machine from the American Warp Drawing Machine Company. This machine addressed the problem of setting up a new warping pattern when a different fabric design was initiated. The purchase ended litigation in the U.S. Patent Office that had been going on since 1906 between the two companies' inventors. In the following years, the Barber-Colman Company continued to innovate for the textile industry. It introduced a new Automatic Winder and a High Speed Warper and Creel in 1921. Later textile industry products included Automatic Spoolers, and High Speed Warpers. By 1931 Barber-Colman's textile machinery division had branch production facilities in Framingham, Massachusetts, Greenville, South Carolina, Munich Germany, and Manchester, England and its products were used in textile factories throughout the world. This part of the company's business flourished through the mid-1960s, but then declined as other divisions expanded.

In 1908 Barber-Colman branched out from textile machinery into the machine tool industry with its Milling Cutters. Milling cutters were made in different forms and shapes and were used in larger milling machines for cutting metals. In early 1910 the Gear Hobbing Machine was designed for efficiently and precisely cutting teeth in gears and became widely used by many diverse industries. Its first models were in two sizes, #12, a large one, and #3, a rather small one. Its success was swift, particularly in automobile factories. The *BCA News,* an employee newsletter, reported in 1927 that the largest installation of Hobbing Machines in Europe was at the Fiat plant in Italy, which made not only cars, but also trucks, tractors, buses, airplanes, airplane motor, engines and tanks. The #2 Hobbing Machine was introduced in 1919 and in 1927 the *BCA News* reported that the Royal Typewriter Company outside of Hartford, Connecticut, had purchased and was using it and Hobbing Machine #3 to cut the exacting gears needed for the Line Space Ratchets and the Ribbon Feed Ratchets on their typewriters. It reported in 1929 that the Mechanics Universal Joint Company was using Hobbing Machine #12 to make a Mechanics Joint part necessary for the front wheel drive system in a large list of American and European automobiles. In 1931 the Machine Tool and Small Tool Division of the Barber-Colman Company listed branch offices in Chicago, Illinois, Cincinnati, Ohio, and Rochester, New York. In 1954 it bought the Hendey Machine Company of Torrington Connecticut, a manufacturer of lathes and toolroom shapers since 1874.



Hobbing Machine

As part of its commitment to developing a skilled work force, shortly after the founding of the company, Barber-Colman began the Barber-Colman Continuation School for boys 16 or older. This three-year apprentice program trained them for manufacturing jobs at the company and paid them hourly for their work, at an increasing rate as their proficiency improved. The program was operated in conjunction with the Rockford Vocational School.

To foster continued invention, an Experimental Department was established at the company whose responsibility it was to continually develop new machines. A laboratory was first installed in 1914 and was divided into two parts. The chemistry lab could make a thorough analysis of all

metals and their component properties, and the metallurgical lab tested the effectiveness of heat treatment for hardening materials. It was innovations in the Experimental Department that laid the groundwork for the company's movement into the design and development of electrical and electronic products, and energy management controls.

Barber-Colman became involved in the electrical and electronics industry in 1924 when Duncan Stewart joined the company and helped found the Electrical Division. Like Colman, Stewart was inventive, and eventually held 41 patents in the electrical and mechanical field. [Nelson, p152] The first product from the Electrical Division was a radio operated electric garage door opener controlled from the dashboard of a car. Unfortunately it was too expensive to be practical at the time. The division's major product in its early years was Barcol OVERdoors, a paneled wood garage door that opened on an overhead track. Several designs were offered in 1931, some of which had the appearance of traditional wood hinged doors. At that time there were branch offices of the Electrical Apparatus Division in Chicago, Milwaukee, Wisconsin, Framingham Massachusetts, and Minneapolis, Minnesota. This division eventually expanded into four separate divisions that designed and produced electronic control instruments and systems for manufacturing processes; small motors and gear motors used in products such as vending machines, antennas, and x-ray machines; electronic and pneumatic controls for aircraft and marine operations; and electrical and electronic controls for engine powered systems.

Barcol Temperature Control

In the late 1920s, the Experimental Department of the Barber-Colman Company began conducting experiments with temperature control instruments to be used in buildings and homes and the Temperature Control Division was begun. The first product line was a Barcol Line of Temperature Control Equipment in 1926. It included a few types of thermostats, valves and other instruments. This was the first system to be offered on the market that was completely operated by electricity, but installation was limited to within 150 miles of Rockford. A new product in 1931 was a thermostat that had two temperature controls, one for day and one for night. Other instruments included a Hygrostat to measure humidity, motor-operated valves, and damper controls. Barber-Colman gained a role in the expanding air conditioning market in 1935 with the purchase of the Uni-Flow Corporation of Detroit. Its operation was moved to Rockford where they made grilles, registers, and temperature control components. In 1952, Barber-Colman bought the Wheelco Instrument Company of Chicago, which made combustion safeguards and other industrial instruments. Later products that grew out of this division included energy management controls; air distribution products to increase energy efficiency and reduce operating costs; controls for fans, pumps, and compressor motors that promote energy conservation; and high tech industrial fasteners for the automotive and appliance industries. As a result, the Barber-Colman Company became known worldwide as a leader in electronic controls for heating, ventilating, and air conditioning. These are the products that continue its name and reputation today.

The death of founder Howard Colman in a car accident in 1942 was sudden but the company continued to expand its operations under changing leadership. Immediately after Colman's death, Harry Severson, one of the original three directors, became head of the company and served until his death in 1960. Under his leadership ground was broken in April 1953 for what was to be known as the "Park Plant," a one-story, 125,000 square foot building fronting on Clifford

Avenue. Manufacturing of the overhead door division and the Uni-Flow division were to be housed there Three later additions to that plant were built, 100,000 square feet in 1956, 150,000 square-feet in 1960, and another 130,000 square feet in 1965. Then in 1968 the company announced plans to build a new 200,000 square foot structure on the same site just north of the original building. [*Rockford Republic*, April 30, 1953 and January 26, 1960; *Rockford Star,* January 17, 1968]

Duncan Stewart, the technical innovator in the Electrical Division served until his own death in 1963, and then Chester Braatz, the head of the Temperature Controls Division served until 1965. After the unsatisfactory presidency of Bruce Horst, Roger Sampson was selected in 1975. Under these successors the company grew to 4000 employees manufacturing hundreds of different parts in nine divisions. Its impact was worldwide, with plants in the United States, England, Europe, and Canada, and sales offices in 150 locations throughout the world. The business remained family-owned until after the death of Howard Colman's son, Walter in 1983.

The divestiture of the Barber-Colman divisions began in 1984 with the sale of the textile division to Reed-Chatwood, Inc, which remained at the old site until 2001. The machine tool division, the company's second oldest unit was spun off in 1985 to Bourn and Koch, another Rockford Company. At that time the company's president, Roger Sampson announced that the remaining divisions of the Barber-Colman Company would concentrate their efforts on process controls and cutting tools. These moves reduced local employment at Barber-Colman's several locations to about 2200. These remaining divisions were eventually sold as well, but the Barber-Colman Company name continues to exist today as one of five subsidiaries of Eurotherm Controls, Inc. whose worldwide headquarters are in Leesburg, Virginia. Two divisions, the Aerospace Division and the Industrial Instruments Division are still operating at the Loves Park Plant, 1354 Clifford Avenue, and employed 1100 workers in 2000. The historic complex on Rock Street was vacated in 2001 and the property purchased by the city of Rockford in 2002. Although no longer under local ownership, the Barber-Colman Company still retains a presence in Rockford where its reputation is preserved as the largest supplier of temperature controls in the United States and the world.

HOWARD COLMAN, INVENTOR

The inventive genius of Howard Colman began at an early age. He had begun working on a better method to draw threads into the eye of the loom heddles on an industrial loom after visiting a local cotton mill in Beaver Dam, Wisconsin in 1889 when he was just 16 years old. The father of one of his schoolmates, W. A. Barber, loaned him $100 to continue work on his project. This was the beginning of a very fruitful relationship that eventually paid off handsomely for the older investor who was impressed with a young inventor. Colman was attracted to Rockford in 1894 in search of a metalworking shop to build a prototype for his Warp-Tying machine. Spengler Brothers machine shop fabricated his trial designs and helped launch the product that led him to found the Barber & Colman Company in 1900.

Howard D. Colman was born in Waukesha, Wisconsin on July 9, 1873, the son of a Methodist minister and his wife. His parents had been in the first graduating class of Lawrence College in Appleton, Wisconsin in 1857. During his childhood, the family lived in various Wisconsin towns as his father, Henry, assumed different pastorates. Howard enrolled at Beloit College in 1891 at the age of eighteen but continued to work on his inventions. Although the younger Colman never

attended engineering school, he was a prolific inventor, with 149 U. S. patents to his credit. In 1935 the Franklin Institute awarded him with the Longstreth Medal for his outstanding contribution to the textile machinery with his Automatic Spooler machine. This device was first installed in a mill in Tennessee in 1912, and offered for public sale ten years later. In 1951 Colman founded the Barber-Colman Foundation, which gave generously to many Rockford institutions, notably Rockford College and Rockford Memorial Hospital.

Colman was married to Bertha McGuire in 1902 and they had four children, Walter Colman, Ruth Tower, Edwin Colman, and Dorothy Colman Wallace. Walter, his oldest son, took over board leadership at the company upon his father's death on June 25, 1942 in a car accident.

EVOLUTION OF THE PHYSICAL COMPLEX

Barber & Colman decided to build their own fabricating plant in 1900 as demand for their Hand Knotter was such an instant success. They chose a site on the southwest corner of Loomis and River streets in what was then a mature residential neighborhood. Their old location above Spengler Brothers Machine Shop in the Water Power District was just a few blocks north across Kent Creek. Because the old district was so tightly packed with industry, a few other companies had crossed the Creek and located between it and the Illinois Central freight line that had opened in 1881. The area was easily accessible to the streetcar line on South Main Street, which could bring workers from other parts of the city, and the new Morgan Street Bridge that had opened in 1890.

Section 4 (1204 Rock St.)

Section 5 (1202 Rock St.)

The first building constructed was a three-story brick loft structure known as Section 1 and was completed in 1902. Equipment and machinery was furnished by Spengler Brothers, but within a year, Barber & Colman had purchased everything and taken over the entire management of the machine shop. Within the next five years another three structures were built. Section 2 was built in the winter of 1904 just south of Section 1. In 1906 additional lots were purchased on this block and Section 3 was built extending at a right angle from Section 2. When Section 4, a duplicate of Section 2, was completed in early 1907, the three brick structures formed an H-plan. (See illustration on page 1). At this time all the factory operations were concentrated in Sections 2, 3, and 4, while Section 1 became the offices, drafting rooms and stock rooms and housed the first power plant. Section 4 contained the Machine Working Department on the first floor, the Knotter Department on the second floor, and the Die Room and

Experimental Department on the third floor. Of these four structures, only Section 4 is still standing today.

The first reinforced concrete loft structure, Section 5, was begun later in 1907. Plans for the building were originally scaled down from six to four floors, but a fifth floor was added in 1912. At that time uses in the building included a stock room on the first floor, machine shop and hobbing on the second floor, tool making on the third floor, and additional storage on the upper two floors. Eventually two five-story additions were built to the south in 1919 and 1926, and a sixth story was added over the additions in 1952. These accommodated metal pattern making, machine tool fabricating, tool assembling, which made use of cranes still located in the building, storage and shipping rooms, drafting, and electrical experimental shops. With the 1926 addition, a bridge at the second level (which still exists) across a railroad siding (which has been removed) connected this structure to the older Section 4. The fully enlarged Section 5 is standing today.

Interior of Section 7 (1206 Rock St.)

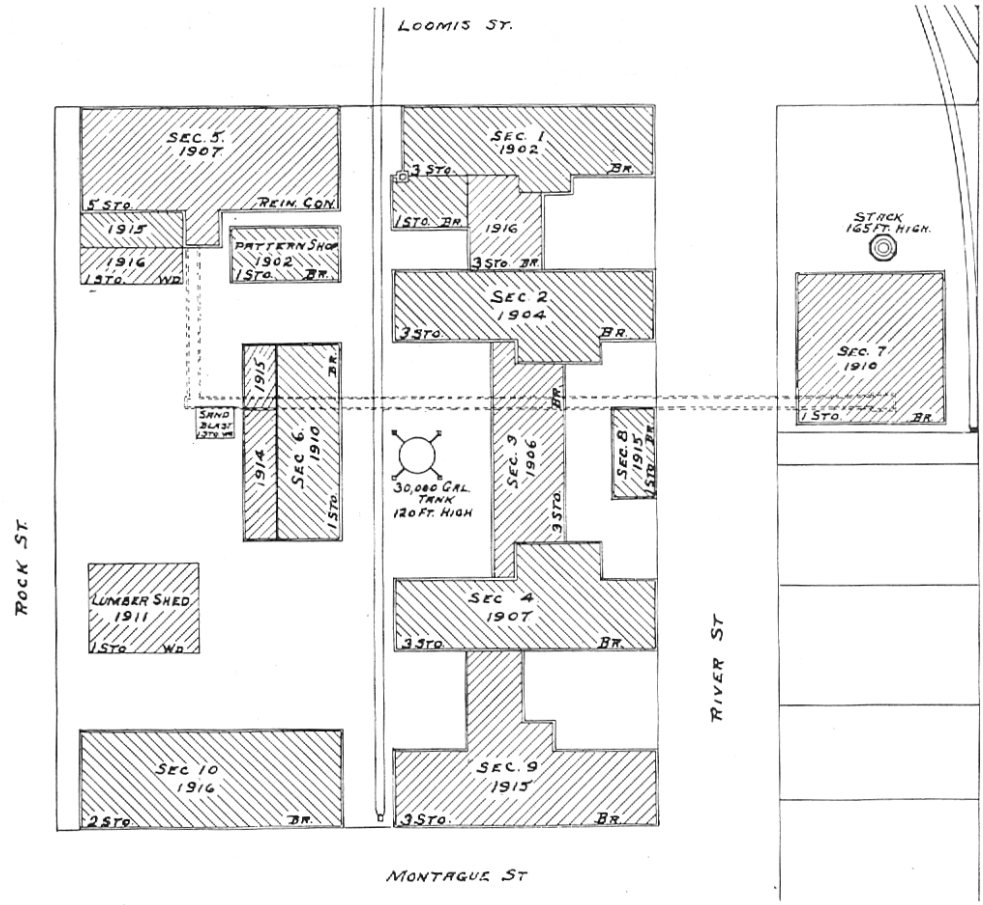
By 1908 the growing industrial complex consisted of these five new masonry structures, a four-story, frame lumber shed, and a collection of small frame buildings used as various shops. It occupied most of the block bounded by Loomis, River, Montague, and Rock streets except for five older houses wrapping around the south and southwest corner. But already by 1910, the company was looking across River Street for its next expansion. The need for an adequate Power Plant was addressed with the construction of Section 7, a square building with a 165-foot high stack on the north end. It was designed to supply all the power, light, heat, compressed air, and water service needed by the plant, entirely independent of any outside supplier, and it used coal as its fuel source. By 1927 the power plant was doubled in size, a second stack added at the south end, and an architecturally detailed wing built across the front façade. This handsome structure exists essentially unaltered on its principal facades from its 1927 appearance. It contains oil tanks, pumps, and generators in the basement, two large boilers with compressors, heat pumps and heat exchangers on the ground floor, and engine generators and electrical switchboard on the raised first floor.

Section 9 (1304 Rock St.)

Also built in 1910 was Section 6, just south of Section 5, which has since been demolished. Section 8, a one-story building with a saw tooth roof was built shortly after. Most of this section was demolished in the 1960s, but a small part of it remains in the northeast corner of Section 4 where a small part of the old sawtooth roof is still visible.

Although Section 9 was completed in 1915, its brick exterior and method of loft construction reverted back to that used in Section 4. It has additions from 1918, 1919, and 1929 so that

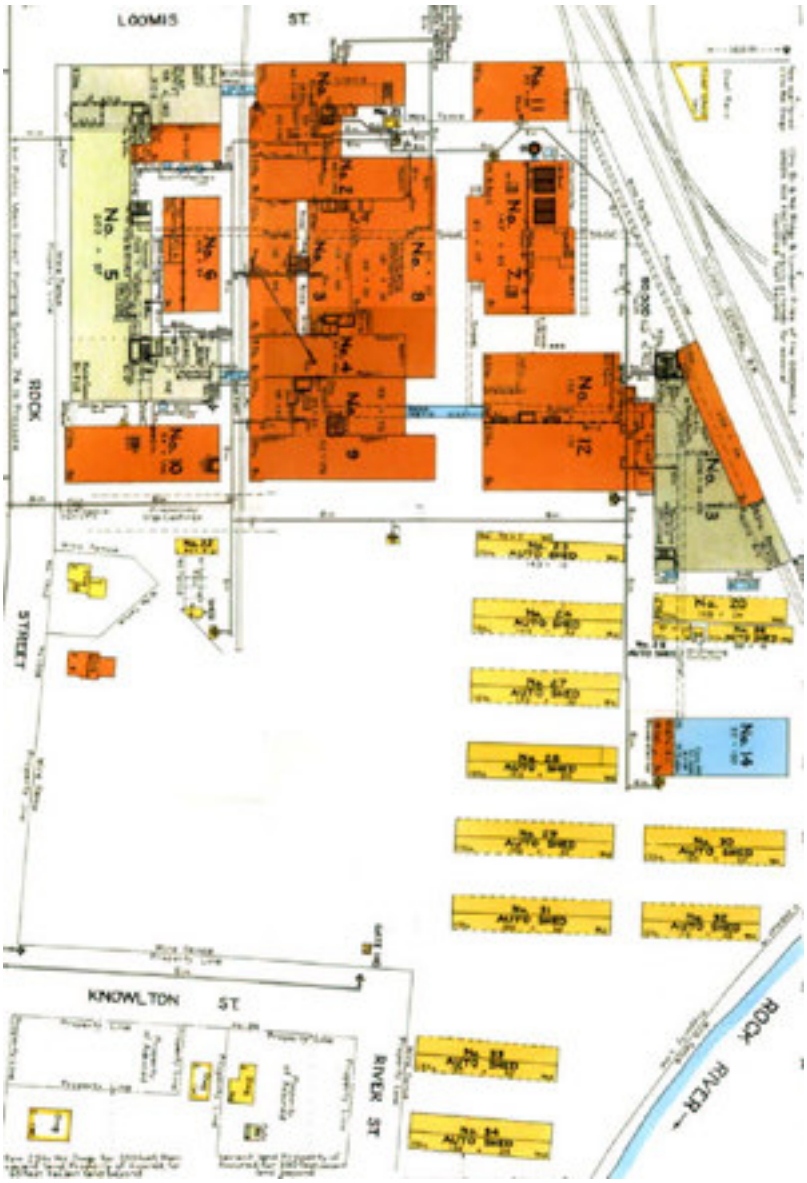
today, the first floor spaces of Sections 4 and 9 are continuous. Historic functions in Section 9 included a receiving and machine shop on the first floor, tool stockroom and screw machines on the second floor, and the inspecting and assembling of electrical apparatus on the third floor. It is believed that the second story connector bridge between Sections 4 and 9 to Section 12 was built in 1918, the year that building was constructed. A brick warehouse, Section 10, was built in 1916, but was later demolished when a new Section 10, a three-story office building, was erected in 1948.



1917 Map of Barber-Colman (*Knots*, 1917)

Throughout the teens and early 1920s, the company aggressively pursued acquisition of land on surrounding residential blocks. All parcels south of the power plant on the east side of River Street up to the railroad tracks were bought in many separate sales between 1908 and 1922. The north/south alley to the east of River Street was vacated on May 16, 1923. The *Rockford Republic* announced on April 19, 1916, that the Barber-Colman Company had purchased the rest of the property on the block south of the plant bounded by Montague, Rock, River, and Knowlton streets for $25,000. There were 15 homes (all Irish-surnamed owners) that were to be either moved or demolished and the intended use of the property, at least temporarily, was for recreational facilities for its employees. A social, athletic, and beneficial welfare organization, the Barber-Colman Association, had been founded by employees two years prior on April 4, 1914.

The next block south, bounded by Knowlton, River, Lane and Rock, was purchased in multiple transactions beginning in 1918 and that part of River Road vacated on August 1, 1927. These blocks eventually became sites for additional plant structures. Additional properties on the west side of Rock Street between Loomis and Lane streets up to the alley behind Main Street were purchased beginning after 1916 and through the 1960s. This property was generally used for parking. From old Sanborn maps it is evident that all the property acquired was formerly occupied with single-family homes, small flat or apartment buildings, or were undeveloped residential lots. The small Gate House still standing on the east side of Rock Street at a point where Knowlton Street ends, appears to have been built ca. 1925 after that part of Knowlton was vacated.



Map of Barber-Colman, 1934 (Associated Factory Mutual Fire Insurance Map, 1934)

Section 12 (1306 Rock St.)

With the property acquisitions east of River Street, construction proceeded south of the Power Plant with one of the most interesting factory structures still standing in the complex. Section 12, the Heat Treating Building, is actually two buildings combined. The south part was built in 1918 with a loft on the first floor and a tall factory space on the second floor whose monitor roof was designed to provide adequate ventilation for the original heat-treating functions of the structure. A two-story addition to the north in 1925 almost doubled the floor plate. When it was found that the heat-treating functions could be adequately handled in that part of the structure, the south part became the location for the Automatic Spooler and Warper assembly. At that same time in 1925 the east part of the original structure was extended at the second story to connect directly with Section 13, which contained packing and shipping rooms and direct rail access. Section 12 is still standing today, and retains most of its original features.

Section 12

Section 13 (1308 Rock St.)

Section 13 is an eight-story warehouse building constructed in 1923 in a triangular plan. Adjacent to the east side of the building is a two-story brick train shed. A railroad spur entered the shed through openings at both the north and south ends. Although some assembly of smaller parts occurred on the third floor, shipping took place on the second floor at the level of the train dock, and the other floors were used mainly for storage. The building is still standing but the original tracks have been removed.

Section 11 (102 Loomis St.)

Section 16 (1312 Rock St.)

North of the Power Plant at the northwest corner of Loomis Street and vacated River Street, Section 11, an executive garage, was built in 1927. The east end of the building is sunk into a lot that slopes upward towards the railroad tracks in the rear of the property. This facility was designed for a capacity of eighteen cars. It is still standing today and has very few alterations.

Continuing south of Section 13 were two rectangular structures backed up against the railroad tracks and facing east on an alignment with the old alley behind River Street. Section 14 was a one-story brick garage-type building, built c.1940. Section 15 was a steel skeleton factory-type structure with a double-sawtooth roof over an exceptionally high ceiling that was used for forging. It appears on a 1934 Sanborn map and was probably built in the late 1920s. Both have had a HABS documentation prepared and have been recently cleared for demolition. (Barber-Colman WO-2004-01A and Barber-Colman WO-2004-01B).

Section 17 (1318 Rock St.)

After a break in construction during the early years of the Depression, a building program resumed at Barber-Colman with the construction of two buildings in the late 1930s. Immediately south of Section 12, Section 16, a garage-type structure, was probably the first to be built c.1936. It was used as another Heat Treating Building and had a central rooftop monitor for ventilation. The Bakelite Plant, Section 17, a one-story factory building, has a recorded permit date of 1936.

Section 18 (13110 Rock St.)

In 1940 there was an announcement of the permit for Section 18, Machine Shop #3. Its stated purpose was to manufacture and assemble machinery for making gears for all types of trucks, autos, and tanks. It has one space with an enormous ceiling height to accommodate large equipment. A mezzanine level contained small offices and employee facilities. It is still standing today but has been altered on the exterior.

Section 19 (1316 Rock St.)

Built just a year later, Section 19, the Steel and Cast Iron Storage Building, is a rambling one-story steel skeleton frame factory-type building. The building is still standing and in use today for equipment storage. A large fenced yard is located to the south with additional structures, tanks, and objects.

Section 20, built c 1940, is a simpler garage-type that is also still standing. The building is now used as the impound garage of the Rockford Police Department and its interior was inaccessible during this survey.

There were small additions to some of the structures on the site into the early 1950s. However, in 1952, the Barber-Colman Company bought 50 acres of land north of Loves Park and south of Windsor Road as a site for a new factory. Although production continued at this original site until 2001, no new construction or significant additions took place here after 1952.

Section 20 (1322 Rock St)

ARCHITECTURAL SIGNIFICANCE
HISTORY OF FACTORY DESIGN AND CONSTRUCTION

Manufacturing in the United States after 1800 shifted away from individual artisans laboring in small workshops to a process that involved a series of large, task-related machines used to create a single product. This introduced the need for special purpose structures designed and built just for industry. Textile mills in particular, turned to tall, multi-story structures with timber frames and small windows penetrating thick masonry exterior walls. Other industrial buildings, based on European precedent, made use of cast iron columns, which could support wider spans than timber posts. In the Northeastern and Midwestern US, the availability of large timbers allowed for what came to be known as standard mill construction. Capable of carrying heavier loads, mill construction permitted wider interior bays and larger windows. By the end of the 19th century, uniform, rectangular mill structures had become the norm for many industries. [Slaton, p 130--]

With the development of reinforced concrete, it became the primary material for multi-story factory construction after 1900 (although some timber frame construction continued to be built into the 1910s). Methods of reinforced concrete framing permitted the area between columns to be filled with windows for maximum daylight. Structures of concrete were more fire-resistant, less susceptible to vibration, cleaner and safer than wood or brick. Raw materials for this type of construction (sand, aggregate, and cement) were readily available. Reinforced concrete loft structures built between 1900 and 1930 displayed a remarkable uniformity on both the exterior and interior. They shared the same rectangular shape, exposed concrete skeleton, minimal ornament, repeated interior bays, and expansive window walls [Slaton, p137]. Because of this standardization, lofts were often utilitarian structures designed by engineers, without benefit of an architect. Lesser-known firms borrowed the new technology from trade publications and offered their services to economy-minded industrialists.

By 1900, a one-story factory type utilizing roof truss systems had also been developed in response to the need for large unbroken expanses of floor space, high ceilings, and lots of natural light. Either load-bearing masonry walls or a skeleton frame structure supported steel frame roof trusses of various patented designs. Foundries, forges, and machine shops favored general utility structures with a rectilinear exterior form and an interior having one of several types of roof monitors and clerestories that supplemented the light provided by windows and allowed adequate ventilation through operable skylight segments. Large hoists and cranes might be installed along the girders to move heavy materials or equipment. For finer assembly operations, buildings could be lower in ceiling height with a series of sawtooth roofs providing uniform diffused north light in unbroken rows. As the one-story factory type evolved, the steel skeleton frame became typical because it allowed for a combination of maximum window wall light, which typically reached 60 feet into an interior space, with light from roof-top monitors and skylights.

INDUSTRIAL BUILDING TYPES
LOFT

The loft is a generally rectangular, multi-story structure, supported by one of several types of post and beam construction, with window walls and a flat roof. This industrial type is multi-purpose and can be used for manufacturing and assembly operations, materials storage, office and support functions, machine shop and equipment repair, and a variety of other industry-specific uses. There are three types of loft construction.

STANDARD MILL CONSTRUCTION [Parker, p 9-10]
Prevalent from the 19th through the early 20th century, mill construction is characterized by:

1. A framework of heavy wood columns and beams with structural support provided through the columns and the exterior masonry walls. Columns typically spaced 16-25 feet on center; beams spaced 8-12 feet on center. Windows appear as openings within the masonry walls and are typically wood, double hung sash.
2. Wood plank sub-floors laid flat with wood strip top flooring laid either crosswise or diagonally. (laid diagonally, it makes a stiffer floor).
3. Flat roof with tar/asphalt and gravel.

Variations on standard mill construction can include cast iron columns on the lower floors for strength; steel beams tied into timber posts; or floor planks laid on edge.

Section 4 – Standard Mill

There are two examples of standard mill construction in Barber-Colman, Section 4 (1907) and Section 9 (1915), two of the oldest buildings in the industrial complex. Both 3-story brick buildings have exterior walls that express their role as part of the load bearing system of the structure. Individual window openings with wood, multi-light, double-hung sash are punched into these masonry walls. The interior timber post and beam system is immediately apparent, with exposed timber joists and the underside of the diagonal sub floor visible from below. A wood strip finish floor is laid lengthwise over the sub-floor. Large expanses of the interior structural system provide a classic example of this type of industrial loft construction. Both structures retain much of their historic integrity from select exterior views although some façades are hidden by later additions. Section 4 and Section 9 have been rated architecturally significant as good, largely intact examples of this type of early loft construction.

Section 9

REINFORCED CONCRETE CONSTRUCTION [Mc Mullen, p 7-8]
Developed beginning in the early 20th century, reinforced concrete construction is characterized by:

1. A framework of concrete columns and beams forming a grid that provides the entire structural support
2. Exterior curtain walls filled in with brick or concrete, or frequently having large expanses of windows. Multi-light steel sash were favored for providing more light and ventilation. Typical configurations included operable center pivot, awning, or hopper sections that opened with rods or pull chains.
3. Typical 12-14 foot ceilings and flat roofs similar to mill construction

Variations include:

1. Beam and girder construction with concrete columns and cross-beams, sometimes with a network of concrete girders between beams, supporting a concrete or hollow tile floor.

2. Flat slab construction with wide columns having flared tops and broad, flat, concrete plates. These columns and plates support a reinforced concrete floor slab of uniform thickness and with no dropped beams. This became the preferred method after 1920 because it permitted easy installation of conduit and ducts along the ceilings.

Section 5 – Beam and Girder

There are two known examples of reinforced concrete loft construction in Barber-Colman -- Section 5 and Section 13. The original 1907 part of Section 5 and its 1919 addition are the beam and girder variation of this loft type, with concrete columns, beams and floor. The use of concrete structural framing rather than load bearing walls allows for a larger window wall and vastly increased amount of light pouring into the interior. Original multi-light metal windows with central pivot sash exist throughout although the upper sections have been covered with a textured covering. Section 5 has been rated contributing due to the incompatible sixth floor addition.

Section 13 – Flat Slab

Section 13 and the 1926 addition to Section 5 are the flat slab variation of this reinforced concrete loft type, with concrete columns and a concrete floor. This variation allowed for flat ceilings where mechanical systems could easily be suspended without concern for dropped beams. Section 13 has been rated architecturally significant in this survey as an excellent example this type of construction. The structural system readily apparent throughout many floors of the structure is very instructive. Also of interest is the incorporation of a train dock in the interior of the building, with original access doors still in place that lead from the loft structure to the platform. Most of the alterations to this structure are on the outside wall of the train dock, where window openings are covered or filled in.

STEEL SKELETON FRAME

Section 10

The structural system of Section 10 is not visible but from historic descriptions it is presumed to be steel skeleton frame construction. The brick clad structure is sleek and modern in its styling. It retains most of its original appearance and materials today, including glass block windows, stacked bond brickwork surrounding a recessed entry, and a Motostair escalator in the center of the interior. Section 10 has been rated contributing.

Interior of Section 10

FACTORY

The factory is a large, rectilinear, one-story structure, with a roof truss structural system typically supported by load bearing exterior walls (early types) or a reinforced concrete or steel structural framework. Column spacing and floor heights are determined by the manufacturing equipment to be used. [Chapman, p 114] Factory structures are characterized by:

1. Rows of structural columns supporting steel roof trusses that allow for wide, open floor spaces and high ceilings. Although these roof trusses can be found in many standard and patented configurations, they typically have two parallel steel beams reinforced with a series of vertical and triangular struts.
2. Diffused natural light and natural ventilation maximized through one of several types of rooftop skylight configurations. These may include the following:

- Sawtooth roof. A roof composed of parallel rows of gable or shed roofs that create a cross section similar to the shape of a saw blade. One side is vertical or steeper in slope and has windows while the shallower slope has some type of siding material. A double sawtooth roof forms an M in section with the windows on the inner slopes.
- Monitor roof. A boxy, raised section of roof with vertical window walls and a gabled roof. It usually runs in the center along the entire length of roof.
- Clerestory. A portion of a building wall raised above the adjoining roof and having vertical windows on the raised wall. Typically found along the sides of a wide interior space.
- Skylight. An individual rooftop projection or panel with windows that may be of various forms including gabled, pyramidal, or sloped.

Section 17 – Sawtooth Roof

3. Exterior walls of masonry or other solid material in the early load-bearing types; or more typically with a skeleton frame, tall and wide window walls for maximum light and ventilation.

Section 18 – Double Sawtooth

These various roof types create some of the most dramatic interior spaces within structures at the Barber-Colman complex. There are three examples of the factory type in Barber-Colman. Section 17 has a steel skeleton frame that supports a sawtooth roof truss system with four rows of sawtooth roofs. A one-story addition was built on the south end of the building. The steel skeleton frame addition dating from the 1950s has a Howe roof truss system and exterior walls of brick, multi-light windows, and corrugated metal. The main alteration to this structure is the textured coating on the upper parts of the windows and tarpaper on the skylights.

Section 18, is a one-story factory-type structure with three parts of differing heights. The north end of the building is has an impressive ceiling height -- a triple-height space whose system of

steel columns supports a series of Fink roof trusses with a double sawtooth monitor. Perpendicular to this is a large, double-height area with a Howe roof truss system and flat roof to the west, and four rows of sawtooth roofs to the east. There is a corrugated metal addition built in 1951 as a machine shop attached to the south end. Section 18 is still standing but there have been some serious alterations to the exterior. On the west façade a large overhead door was cut into the principal façade and bracing installed between this building and Section 19. As is found on many buildings on the site, there is textured coating on the upper parts of the windows and on the skylight windows. Because unfortunate alterations to the exterior of these two buildings have somewhat compromised their historic integrity, they have been rated only contributing.

Section 19 is a very long one-story brick structure with parts of the building from north to south that have various roof heights. There is an inverted Warren truss roof system with steel skeleton frame and two eight-foot monitors in the bays at the south end of the structure. This structure has good integrity but is not an exceptional example so it has been rated contributing.

COMBINED LOFT/FACTORY

The Combined loft/factory has one or more lower floors that are configured and constructed like a loft, while the top floor has a truss roof with some type of skylight system allowing for the ideal light and ventilation characteristics of a factory.

North Part of Section 12

The one example of this type in the Barber-Colman area has a very interesting configuration. Section 12 was built a few years apart in two very distinct parts. The lower floor of both parts is a typical loft with reinforced concrete flat slab construction and 13'6" ceiling heights. On the second floors the structural system is steel skeleton frame. The older south part has a monitor roof with a 20-foot clear ceiling height, while the north part has two rows of sawtooth roofs at a height of 15 feet. Section 12 has been rated architecturally significant as an exceptional example that combines two distinctive roof variations side by side. Significant features include some original windows, exterior brick and stone detailing, and roof truss systems. Alterations include some masonry infill in historic window openings, particularly on the south façade, masonry infill in the sawtooth clerestory windows, and textured coating on the exterior upper parts of the windows.

South Part of Section 12

INDUSTRIAL GARAGE

Our classification of industrial garage is based on a building type in use throughout cities for automobile storage and repair. This same physical type may be found within industrial complexes and used for other types of vehicle or machinery storage and/or repair. The industrial garage is a one-story, rectangular structure with no internal columns. The exterior, load-bearing masonry walls support a series of steel roof trusses (often Bowstring) topped by a compass roof

with a shallow, curved pitch. There are entry doors for vehicles at one or both ends. In some cases there may be skylights of some type or a monitor atop the roof to provide more natural light and ventilation.

Section 11 – Compass Roof

There are three structures of this type in Barber-Colman. Section 11 and Section 20 are typical industrial garages with standard compass roofs. Section 16 has the same garage appearance but it has a Bowstring truss system with compass roof and a central monitor. There is a one-story brick addition along the south façade of the building that contains the bathrooms. Currently the monitor is clad with metal and aluminum siding, and the upper parts of some windows are covered with a textured coating. Special architectural emphasis was given to Section 11 when originally built as the executive garage and it has been rated architecturally significant in this survey. It is particularly noteworthy for its brick corner pilasters with concrete capitals and a decorative panel. The interior Bowstring truss is an excellent example of this truss type.

Section 7--Powerhouse

POWERHOUSE

The design of loft and factory buildings in an industrial complex was specifically intended to reflect functionalism and the standardization of mass-produced industrial products. With powerhouses, however, attention was frequently given to architectural expression based on historic stylistic precedent. This may have followed the trend within municipal utility plants to create attractive structures that reflected favorably on the status of the community. Arguments in the architectural press at the time debated the merits of modern, utilitarian design vs. eclectic architectural styles. The powerhouse could be regarded as the heart of an industrial complex and therefore suitable for a beautiful exterior design treatment. It is not at all unusual to find powerhouse designs that employ classical architectural elements such as round-arched windows and doors with multi-light configurations, stone cornices and stringcourses, tiled hipped roofs and other features. The tall ceiling height often required for the operating room and the boiler room was ll, dramatic

Interior of Powerhouse

Gate House

an, Section 7, clearly displays classical stylistic features ctional interior space. Massive end chimneys definitively

distinguish its function. The interior roof truss system is impressive and remaining equipment clearly illustrates its original function. It has been rated architecturally significant in this survey.

The Gate House is a unique structure that does not fall into any of these standard classifications. The attention to detail found in its classical elements such as the stepped parapet with stone copings, stone lintels, and historic windows and doors are why it was rated significant.

OUTSIDE THE BARBER-COLMAN SITE

INDUSTRIAL STRUCTURES

There are seventeen other industrial structures outside the Barber-Colman site, located primarily north on Morgan Street and east on Buchanan Street, generally along the Rock River and next to the railroad tracks. These include some of the same types discussed above such as factories (two), garages (two), and lofts (two). There are four industrial storage facilities -- one-story rectangular structures with load-bearing masonry walls, and flat roofs supported with typical post and beam/joist ceilings. There are also four Pole Barns, a multi-purpose industrial structure from the 1950s with a steel skeleton structure, a gable roof truss system, and typically corrugated metal walls. These industrial structures date from c.1900 through 1992.

Grafcor Packaging (121 Loomis St.)

The only industrial building outside Barber-Colman that has been rated architecturally significant is Grafcor Packaging at 121 Loomis Street, built in 1919. The reinforced concrete structure of this building is clearly expressed on the exterior. Prairie style architectural details, such as the vertically grouped windows with decorative concrete framing and the segmentally arched surrounds with concrete vertical and horizontal banding, give the building extra interest.

COMMERCIAL BUILDING TYPES

There are 33 commercial structures in the survey area, most of them clustered along the northern stretch of South Main Street. One of the five historic commercial concentrations in Rockford is that found on South Main Street nearest the railroad tracks. The most prevalent commercial building type is the Two-Part Commercial block which is characterized by a horizontal division between the storefronts at ground level, and residential or office uses on the upper floors. It is typically only exposed and architecturally detailed on the front, while it shares party walls with adjacent structures. There are eighteen examples of this type in the 900, 1000, and 1100 blocks of south Main Street. The next most common types are automobile-related: the garage (four) and the gas station (four). There are also three One-Part Commercial blocks; one Freestanding structure; one Theater in the Spanish Baroque style that has major alterations and loss of historic elements; one Strip Mall, and one other commercial structure.

308 Morgan St.

The only commercial structure rated significant in the survey is 308 Morgan, just west of Main Street, built c. 1910. This building has interesting brickwork and an arched parapet. Its corner storefront entry is distinctive. Seventeen other commercial structures in the survey area are rated contributing and fifteen are rated non-contributing. It is expected that over the years commercial structures experience many alterations to the storefront configuration and materials. However many of the Two-Part Commercial Blocks on Main Street also have had alterations above the second floor such as window opening changes or removal, and substitution of non-historic siding materials over the original material.

Although most of the historic storefront structures existing today were built during the early years of plant building at Barber-Colman, it appears more likely that the business district developed to serve the surrounding residential neighborhood. An early horse-drawn streetcar line ran on South Main starting at Montague Street to State Street and across the river to Kishwaukee beginning in 1881 [Nelson, p129]. This may have been the initial impetus for the development of a business district in this part of South Rockford, and the growing workforce at the Barber-Colman plant a few blocks away after 1900 helped support local businesses.

Graham-Ginestra House (1115 S. Main St.)

RESIDENTIAL BUILDING TYPES

There are 31 residential structures in the survey area, most of them lining the west side of Main Street, which is the eastern edge of a large, older residential neighborhood. There are also a few small clusters of homes east of Main Street that were not acquired by Barber-Colman in its years of industrial expansion. These are found in the south part of the survey area along Lane Street, and on Rock Street north of Loomis. 24 residences are mid to late-19th century vernacular types dating from c1860 through c1910 and include Gable Front houses and cottages (six examples), L or T-Form (four examples), Upright and Wing (five examples), and Gabled Ell (three examples). Many of these have major alterations such as incompatible additions; porch removal, replacement, or enclosure; window opening changes; siding. Eleven of these are rated contributing to the character of a historic district, while thirteen are rated non-contributing, mostly due to many alterations over the years. None are significant.

There are seven residential structures that have been classified within a recognized architectural style. They include Italianate (two), Queen Anne (two) Colonial Revival (one), Tudor Revival (one) and Victorian Gothic Revival (one). Only one of these, the Graham-Ginestra house at 1115 S. Main Street is rated architecturally significant and it is currently listed on the National

Register of Historic Place. An Italianate style brick home built in 1857, it has scrolled brackets in the eaves and a distinctive front entry porch with gable roof and exaggerated scrolled support brackets.

The residential neighborhood that was surveyed as part of this project is really not related in its historical development to Barber-Colman or any of the rest of the industrial part of the survey area. Most likely it developed to house workers, many of them Irish immigrants, in the Water Power District just north of Kent Creek. Barber-Colman sited its first structure on a block full of houses, and every other block it acquired during its years of expansion, were full of old houses. Those that now remain in the survey area are mostly on the west side of South Main Street and are physically part of the residential neighborhood that extends west of Main Street for several blocks.

OTHER

The remaining properties within the survey area include a Fire Station, two freestanding institutional structures, a park, seven parking lots, and 45 vacant parcels. There are three full city blocks vacant between Rock and South Main streets, stretching from Loomis Street on the north to Lane Street on the south. Much of this property was once used as parking lots for Barber-Colman. None of these properties are historic.

CONCLUSION

The Barber-Colman Company historic district has an exceptional collection of industrial structures built over a 50-year time period of construction. Beginning in 1900, the historic period of significance ends in 1952, when the company's building activities shifted to a new site and virtually no other permanent construction or alterations occurred. Major industrial types are represented here, illustrating the history and development of the most important American industrial building types. One can readily understand the evolution of loft construction from timber and beam through the two major variations of reinforced concrete. Several types of roof truss designs are visible with skylights, monitors, and clerestories that provide some very dramatic interior spaces. That these structures also once housed a company of major impact to the economy of Rockford, and one that had a national impact on many major industries, makes this complex doubly significant.

Except for geographical proximity, the neighborhood outside the site is not strongly linked to the history of the Barber-Colman Company. The remnant of residential neighborhood included in the survey area predated Barber-Colman by at least fifty years. The South Main Commercial district has a parallel development history but does not seem to have been specifically dependent on the factory. The majority of the residential and commercial structures have been seriously altered over the years and only two have any architectural significance.

This report recommends that the Barber-Colman industrial complex be considered for listing as a historic district on the National Register of Historic Places under Criterion A, history and Criterion C, architecture. Of the fifteen industrial structures still standing within the area bounded by Loomis Street on the north, Rock Street on the west, Knowlton Street on the south, and the railroad tracks on the east, seven have been rated architecturally significant. All the others would strongly contribute to the character of a historic district. Some of them have

dramatic interior spaces or other interesting features despite alterations that mar their historic exteriors. Such a rich collection tells the story not only of perhaps Rockford's most historically important manufacturer, but also illustrates the evolution of industrial design in this country in the first half of the 20th century. It is an exceptional combination, and one eminently worthy of historic preservation efforts by the city and state.

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CREDITS

This report was prepared by Granacki Historic Consultants, 1105 W. Chicago Avenue, Chicago, IL 60622, under contract with the City of Rockford. The individual data forms for each structure surveyed are in binders on file with the Rockford Community Development Department located at City Hall, 425 E. State Street, Rockford, IL 61104.

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APPENDIX A
EVALUATION CRITERIA

All principal buildings in the survey area were evaluated first for local architectural significance using the criteria developed by our firm in work with other local communities. "S" (significant) indicates that the building has local architectural importance when compared to similar buildings in the community and may be eligible for listing as a local landmark. "C" (contributing) indicates a building that is not architecturally distinctive but has the identifiable characteristics of a historic building and would contribute to the character of a locally designated historic district. "NC" (non-contributing) is a non-historic building or one so altered that it is no longer recognizable as historic.

Integrity, that is, the degree of original design and historic material remaining in place, was factored into the evaluation. No building was considered locally significant if it had more than minor alterations, or if it had alterations that were considered irreversible.

Second, the principal buildings were analyzed for potential individual National Register of Historic Places listing in consultation with the National Register Coordinator of the Illinois Historic Preservation Agency. A "Y" (yes) indicates that the surveyed building likely would be a good candidate for individual listing on the National Register. An "N" (no) indicates that it would not. “Criteria” refers to the National Register criteria that were considered. Only criterion “C,” architectural significance, was used in evaluating potential National Register eligibility. Criteria “A” and “B,” which refer to historical events and persons, were also considered, to the extent known, although it is possible that additional historic research at a later date could reveal new information to add to the historic significance of a building.

The notations under “listed on existing survey” include IHSS, which indicates the building was included in the Illinois Historic Structures Survey, completed by the State Historic Preservation Office in the early 1970s; NRHP, which indicates that the building is individually listed on the National Register of Historic Places; SM, which is the South Main Street Survey prepared by members of the Rockford Historic Preservation Commission in 1997; and RHPC, 1981.

NATIONAL REGISTER RATINGS

A. Eligible for Individual Listing (Y or N)

Must be a site, building, structure, or object that is at least 50 years old (unless it has achieved exceptional significance) and meets one of the following criteria: (a) it is associated with events that have made a significant contribution to the broad patterns of our history; (b) it may be associated with the lives of persons significant in our past; (c) it is architecturally significant, that is, embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction. It must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

B. Contributing to a Historic District (C)

- Age. Must have been built or standing during the period of historic significance.

- Integrity. Any building that possesses enough integrity to still be identified as historic.

C. Non-contributing to a Historic District (NC)

- Age. Any building or secondary structure built after the period of significance or less than 50 years old.
- Integrity. Any structure that has been so completely altered within the last 50 years that it is no longer recognizable as historic.

LOCAL SIGNIFICANCE RATINGS

A. Significant (S)

- Architectural Merit. Must possess architectural distinction in one of the following when compared with other buildings of its type: architectural style or type valuable for a study of a period, style, method of construction, or use of indigenous materials; exceptional craftsmanship; work of a master builder or architect.
- Integrity. Must have a high degree of integrity in its design, materials, workmanship, setting, location, feeling, and association, for example, most architectural detailing in place, no historic materials or details covered up, no unsympathetic and/or overpowering additions. In some cases, buildings with modern siding materials were included if it was determined the siding could be removed and the rest of the building was otherwise intact.

B. Contributing (C).

- Architectural Merit. Does not necessarily possess individual distinction, but is a historic structure with the characteristic design and details of its period and is part of a similar historic grouping that could be considered as a historic district.
- Integrity. May have a moderate degree of integrity, but is of a common design with no particular architectural distinction to set it apart from others of its type. Must at least possess the readily recognizable and distinctive massing of a historic structure.

C. Non-contributing (NC)

- Age. Generally buildings less than 50 years old.
- Integrity. Any building over 50 years old whose integrity is so poor that all historic materials and details are missing or completely covered up and its historic massing and/or roofline cannot be discerned and the structure is no longer recognizable as historic.

APPENDIX B
SURVEY METHODOLOGY AND SURVEY FORM

Prior to doing fieldwork, building permit information from the City of Rockford was collected and entered into the computerized database. This information contained dates of construction and in some cases, the names of architects and builders. It was then available to the surveyor when she went out into the field. Several ways of collecting information were used to complete the computerized database and data form for each principal structure surveyed. The surveyor recorded most items based on observation in the field — use, architectural style, description of architectural features, and any alterations. When an original permit date was not available, the surveyor estimated a date of construction and indicated it with a "c." This estimate was based on prevalent architectural styles and building types and when they commonly appeared in Illinois. Available building history information from various sources obtained through the Rockford Historic Preservation Commission was used to verify construction and alteration dates. Information from their archives and files was recorded on the back of the forms or on continuation sheets. All sources are listed in the bibliography.

The main sources used to determine architectural styles were *A Field Guide to American Houses* by Virginia and Lee McAlester (1991) for high-style architecture, and *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* by John A. Jakle, Robert W. Bastian, and Douglas K. Meyer (1989) for vernacular building types. Descriptions of specific architectural features relied on the *Old-House Dictionary* by Steven J. Phillips (1992). Architectural style and vernacular type names used throughout for residential and commercial structures have been approved for use in previous surveys conducted by our firm for the Illinois Historic Preservation Agency. We found no single source for industrial building types. The ones used in this survey were developed by our staff using various historic publications that are listed in the bibliography.

In the field, the surveyor made a judgment on the integrity and the significance of each structure based on specific evaluation criteria. The survey forms were later reviewed in the office so that an individual building could be evaluated within the context of the village as a whole. The Rockford Historic Preservation Commission also had the opportunity to review the survey forms before they were finalized.

SURVEY FORM

City of ROCKFORD - Commercial/Industrial

ILLINOIS URBAN ARCHITECTURAL AND HISTORICAL SURVEY

STREET #

DIRECTION

STREET

ABB

PIN

LOCAL SIGNIFICANCE RATING

POTENTIAL IND NR? (Y or N)

CRITERIA

Contributing to a NR DISTRICT?

Contributing secondary structure?

Listed on existing SURVEY?

GENERAL INFORMATION

CATEGORY

CONDITION

INTEGRITY

STOREFRONT INTEGRITY

SECONDARY STRUCTURE

CURRENT FUNCTION

HISTORIC FUNCTION

REASON for SIGNFICANCE

ARCHITECTURAL DESCRIPTION

ARCHITECTURAL CLASSIFICATION

DETAILS

BEGINYEAR

OTHER YEAR

DATESOURCE

WALL MATERIAL (current)

WALL MATERIAL 2 (current)

WALL MATERIAL (original)

WALL MATERIAL 2 (original)

PLAN

NO OF STORIES

ROOF TYPE

ROOF MATERIAL

FOUNDATION

PORCH

WINDOW MATERIAL

WINDOW MATERIAL

WINDOW TYPE

WINDOW CONFIG

SIGNIFICANT FEATURES

ALTERATIONS

STOREFRONT FEATURES	
STOREFRONT ALTERATIONS	

HISTORIC INFORMATION

HISTORIC NAME	
COMMON NAME	
COST	
ARCHITECT	
ARCHITECT2	
BUILDER	
ARCHITECT SOURCE	

HISTORIC INFO		**LANDSCAPE**	

PHOTO INFORMATION

ROLL1	
FRAMES1	
ROLL2	
FRAMES2	
ROLL3	
FRAMES3	
DIGITAL PHOTO ID	

SURVEY INFORMATION

PREPARER	
PREPARER ORGANIZATION	GRANACKI HISTORIC CONSULTANTS
SURVEYDATE	
SURVEYAREA	Barber-Colman

INVENTORY OF BUILDINGS IN THE SURVEY AREA

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING	HISTORIC NAME
1100		BUCHANAN	Industrial - Factory	1950s	C	C	
1117		BUCHANAN	Industrial - Pole Barn	c. 1950s	NC	NC	
1202		BUCHANAN	Industrial - Pole Barn	1970s	NC	NC	
1205		BUCHANAN	Industrial - Garage	1940s	NC	C	
1210		BUCHANAN	Industrial - Garage	1919	C	C	McPherson Building
1218		BUCHANAN	Industrial - Pole Barn	1960s	NC	NC	
1222		BUCHANAN	Industrial - Pole Barn	1992	NC	NC	
201		KENT	Vacant				
210		KENT	Vacant				
312		KENT	Vacant				
314		KENT	Vacant				
211		KNOWLTON	Vacant				
311		KNOWLTON	Italianate	c. 1870	C	C	
100		LANE	Landscape - municipal park		NC	NC	South Park
206		LANE	I-House	c. 1865	NC	C	
210		LANE	Vacant				
214		LANE	Vacant				
218		LANE	Upright and Wing	c. 1870s	NC	C	
102		LOOMIS	Industrial - Garage	1926-27	S	C	Barber-Colman Private Garage
121		LOOMIS	Industrial - Loft	1919	S	C	Rockford Sheet Steel Co. (1934)
1XX		LOOMIS	Vacant				
212		LOOMIS	Vacant				
221		LOOMIS	Industrial - Storage/garage	c. 1920	C	C	Rockford Union Foundry
313		LOOMIS	Gabled Ell	c. 1885	C	C	
908	S	MAIN	Parking Lot				
915	S	MAIN	Vacant				
917	S	MAIN	Two Part Commercial Block	c. 1910	C	C	
1000	S	MAIN	Parking Lot				
1001	S	MAIN	One Part Commercial Block	c. 1950	NC	C	
1003-1005	S	MAIN	Two Part Commercial Block	1995	NC	NC	
1005	S	MAIN	Vacant				
1007-1009	S	MAIN	Two Part Commercial Block	1920	C	C	Sarna Building
1008	S	MAIN	Parking Lot				

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING	HISTORIC NAME
1010	S	MAIN	Two Part Commercial Block	1926	C	C	Jasper St. Angel Building
1011	S	MAIN	Parking Lot				
1012	S	MAIN	Two Part Commercial Block	1993	NC	NC	
1014	S	MAIN	Two Part Commercial Block	1993	NC	NC	
1016	S	MAIN	Two Part Commercial Block	c. 1900	C	C	Harbison Building
1018	S	MAIN	Two Part Commercial Block	c. 1920	C	C	Angelo Zammuto/Liberty Market Building
1019	S	MAIN	One Part Commercial Block	c. 1900	NC	NC	
1020	S	MAIN	Two Part Commercial Block	1908	C	C	Hollenbeck-Bennett Building
1021	S	MAIN	Two Part Commercial Block	1915	C	C	Miller, J. Building
1025-1029	S	MAIN	Two Part Commercial Block	1910	C	C	Culhane Block
1026	S	MAIN	Parking Lot				
1028	S	MAIN	Vacant				
1030-1032	S	MAIN	Two Part Commercial Block	1898	C	C	Hudler, W. F. Building
1101-1103	S	MAIN	Gas Station	1939	NC	NC	Standard Oil Gas Station
1102-1104	S	MAIN	Parking Lot				
1108	S	MAIN	Two Part Commercial Block	c. 1910	NC	NC	
1112	S	MAIN	Two Part Commercial Block	c. 1915	NC	C	
1115	S	MAIN	Italianate	1857	S	C	Graham-Ginestra House
1118	S	MAIN	One Part Commercial Block	1949	NC	NC	Al-Mar Florist
1122	S	MAIN	Theater/Spanish Baroque	1928	C	C	Capital Theatre
1128	S	MAIN	Two Part Commercial Block	1918	C	C	
1129	S	MAIN	Upright and Wing	c. 1855	C	C	
1204	S	MAIN	Vacant				
1207	S	MAIN	Strip Mall	1990s	NC	NC	
1208	S	MAIN	Vacant				
1213	S	MAIN	Victorian Gothic Revival	c. 1885	C	C	
1215	S	MAIN	Tudor Revival	c. 1930	C	C	
1222	S	MAIN	Vacant				
1223	S	MAIN	Gable Front	c. 1910	C	C	
1224	S	MAIN	Vacant				
1225	S	MAIN	Gable Front	c. 1910	NC	NC	
1227	S	MAIN	Garage addition	c. 1964			
1231	S	MAIN	Gas Station/Art Moderne	1942	C	C	Paris Auto Shop
1234	S	MAIN	Vacant				

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING	HISTORIC NAME
12XX	S	MAIN	Vacant				
12XX	S	MAIN	Vacant				
1303	S	MAIN	Gas Station	1950s	NC	NC	
1304	S	MAIN	Vacant				
1306	S	MAIN	Vacant				
1316	S	MAIN	Vacant				
1320	S	MAIN	Vacant				
1321	S	MAIN	Art Deco	1952	C	C	St. Mary's Society
1323-1325	S	MAIN	Upright and Wing	c. 1870	C	C	
1326	S	MAIN	Vacant				
1334	S	MAIN	Vacant				
1403	S	MAIN	No Style	c. 1875	NC	C	
1409	S	MAIN	Vacant				
1413	S	MAIN	Colonial Revival	c. 1930	C	C	
1414	S	MAIN	Freestanding	c. 2001	NC	NC	
1421	S	MAIN	Gable Front Cottage	c. 1880	NC	C	
1425	S	MAIN	Gable Front Cottage	c. 1880	NC	C	
1426	S	MAIN	Parking Lot				
1427	S	MAIN	Gable Front	c. 1870	NC	C	
1429	S	MAIN	L-Form	c. 1870	C	C	
1435	S	MAIN	Upright and Wing	c. 1870	NC	C	
1437	S	MAIN	Queen Anne	c. 1880	C	C	
1441	S	MAIN	Two Part Commercial Block	c. 1900	C	C	
1504	S	MAIN	T-Plan	c. 1880	NC	NC	
1505	S	MAIN	Freestanding/Institutional	1968	NC	NC	St. Elizabeth Center
1510	S	MAIN	Gable Front	c. 1890	C	C	
1514	S	MAIN	Upright and Wing (altered)	1870	NC	NC	
1516	S	MAIN	Queen Anne	c. 1900	NC	C	
1520	S	MAIN	Fire Station/International Style	1954	C	C	Rockford Fire Station #3
1521	S	MAIN	No style	c. 1900	NC	NC	
1525	S	MAIN	L-Form	c. 1900	C	C	
1531	S	MAIN	T-Plan	c. 1885	C	C	
1536	S	MAIN	Freestanding	1990	NC	NC	St. Elizabeth Catholic Community Center
220		MONTAGUE	Vacant				

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING	HISTORIC NAME
129		MORGAN	Industrial - Factory; Two Part Commercial Block	c. 1910	C	C	
149		MORGAN	Industrial/Art Moderne	c. 1935	NC	C	
154		MORGAN	Industrial	c. 1915	NC	C	
158		MORGAN	Industrial - Storage	c. 1925	NC	C	
175		MORGAN	Garage	1930	C	C	
178		MORGAN	Gas Station	1925	C	C	
181		MORGAN	Vacant				
1XX		MORGAN	Vacant				
1XX		MORGAN	Vacant				
203		MORGAN	Garage	1928	C	C	
204		MORGAN	Vacant				
208		MORGAN	Vacant				
210		MORGAN	Vacant				
214		MORGAN	Vacant				
2XX		MORGAN	Vacant				
308		MORGAN	Two Part Commercial Block	c. 1910	S	C	
		RAILROAD	Vacant				
1129		RIVER	Industrial - Loft	c. 1900	C	C	Rockford Union Foundry
1000		ROCK	Industrial - Storage	c. 1925	NC	C	Rockford Steel and Bolt Company
1025		ROCK	Industrial	c. 1940	NC	NC	Olde Time Cab Company
1109		ROCK	Industrial - Storage	c. 1925	NC	NC	
1110		ROCK	Hall and Parlor	c. 1860	NC	C	
1112		ROCK	Two Part Commercial Block	c. 1920	NC	C	
1113		ROCK	Vacant				
1117		ROCK	Vacant				
1121		ROCK	Vacant				
1122		ROCK	No style	c. 1910	C	C	
1123-1127		ROCK	Garage	1965	NC	NC	
1124		ROCK	Gabled Ell	c. 1885	C	C	
1127		ROCK	Vacant				
1128		ROCK	Vacant				
11XX		ROCK	Vacant				
1202		ROCK	Industrial - Loft	1907-08	C	C	Barber-Colman Section 5
1204		ROCK	Industrial - Loft	1907	S	C	Barber-Colman Machine

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING	HISTORIC NAME
							Shop #1
1206		ROCK	Industrial - Power house	1910	S	C	Barber-Colman Powerhouse
1235		ROCK	Vacant				
1302		ROCK	Industrial - Loft	1948	C	C	Barber-Colman Headquarters
1302A		ROCK	Industrial - Gate House	c. 1925	S	C	Barber-Colman Gate House
1302B		ROCK	Industrial	c. 1920	C	C	Barber-Colman
1304		ROCK	Industrial - Loft	1915	S	C	Barber-Colman Machine Shop #2
1306		ROCK	Industrial - Loft/Factory	1918	S	C	Barber-Colman Heat Treating Building
1308		ROCK	Industrial - Loft	1923	S	C	Barber-Colman Warehouse Building
1310		ROCK	Industrial - Factory	1940	C	C	Barber-Colman Machine Shop #3
1312		ROCK	Industrial - Garage	c. 1940	C	C	Barber-Colman Heat Treating Building
1316		ROCK	Industrial - Factory	1941	C	C	
1318		ROCK	Industrial - Factory	1936	C	C	Barber-Colman Bakelite Plant
1322		ROCK	Industrial - Storage	c. 1940	C	C	Barber-Colman Lumber Storage Building
1329		ROCK	Vacant				
1517		ROCK	Vacant				
1519		ROCK	No style		NC	NC	
309		SALTER	Gabled Ell	c. 1880	C	C	