Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

SENT TO D.C.
6-28-06

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name **Barber-Colman Company Historic District**

other names/site number

2. Location

street & number **102 Loomis, 1202-1322 (even) Rock Street** _____ Not for publication

city or town **Rockford** _____ vicinity

state **Illinois** code **IL** county **Winnebago** code **201** zip code **61101-1408**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide X locally. (___ See continuation sheet for additional comments.)

William C. Wheeler SHPO 6-28-2006
Signature of certifying official Date

Illinois Historic Preservation Agency
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau American Indian Tribe

4. National Park Service Certification

I, hereby certify that this property is:	Signature of the Keeper	Date of Action
____ entered in the National Register ___ See continuation sheet.	_____	_____
____ determined eligible for the National Register ___ See continuation sheet.	_____	_____
____ determined not eligible for the National Register	_____	_____
____ removed from the National Register	_____	_____
____ other (explain):	_____	_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

___ private
_**X**_ public-local
___ public-State
___ public-Federal

Category of Property
(Check only one box)

___ building(s)
_**X**_ district
___ site
___ structure
___ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
___**11**_	__**0**__	buildings
___**0**__	__**0**__	sites
___**0**__	__**0**__	structures
___**0**__	__**0**__	objects
___**11**_	__**0**__	Total

Number of contributing resources previously listed in the National Register **N/A**

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Industry/Processing/Extraction/Manufacturing Facility
Industry/Processing/Extraction/Energy Facility

Current Functions (Enter categories from instructions)

Industry/Processing/Extraction/Processing Site
Vacant/Not in Use

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Factory
Other: Industrial Loft

Materials (Enter categories from instructions)

Foundation **Concrete**

Roof **Other**

Walls **Brick**

other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

__X_ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

__X_ C Property 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 lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object, or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Industry
Invention
Architecture
Engineering

Period of Significance 1907-1952 Significant Dates

Significant Person (Complete if Criterion B is marked above) **N/A**

Cultural Affiliation **N/A**

Architect/Builder **Unknown**

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) **See Continuation Sheet**

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other

Name of repository

10. Geographical Data

Acreage of Property **12.75 acres**

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	326866	4680644	3	16	327105	4680385
2	16	327039	4680619	4	16	326836	4680365

___ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

See Continuation Sheet

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

See Continuation Sheet

11. Form Prepared By

name/title Victoria Granacki, Principal

organization Granacki Historic Consultants date April 11, 2006

street & number 1005 West Chicago Avenue, Suite 201 telephone 312.421.1131

city or town Chicago state Illinois zip code 60622-5772

Additional Documentation

Submit the following items with the completed form:
Continuation Sheets

Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name City of Rockford

street & number 425 East State Street telephone 815.987.5540

city or town Rockford state Illinois zip code 61104-1014

Barber-Colman Company Historic District
Rockford, Winnebago County, IL

ARCHITECTURAL DESCRIPTION

SUMMARY

The Barber-Colman Company Historic District lies on the west bank of the Rock River approximately two miles south of downtown Rockford, Illinois. The district is comprised of eleven contributing resources (thirteen industrial sections and two gatehouses) within a four-block area covering approximately 12 acres. The boundaries of the district are Loomis Street on the north, Rock Street on the west, Knowlton Street on the south, and the Illinois Central railroad tracks on the east. The north/south right of way of the former River Street continues through the complex as a private roadway; the former east/west Montague Street was vacated and structures built on it over the years. All fifteen of the existing structures in the district were built between 1907 and 1948, with alterations dating through 1952, and are contributing structures. They are masonry, ranging from one to eight stories, of widely varying sizes and floor plates, and include the following types: five lofts, three factories, one combined loft/factory, three industrial garages, one powerhouse, and two small gatehouses.

CONTEXT AND SETTING

The city of Rockford is the county seat of Winnebago County, located in north central Illinois, just south of the Wisconsin border, and is the third largest city in the state. Its population in the 2000 census was 150,115 persons. It is served today by Interstate highway, intercity bus, and commercial air. US Business 20 runs east/west directly through the city from Interstate 90. Criss-crossed by a number of railroad lines built for freight and passenger service that peaked in the 1920s, the city's rail service today is only freight. The Greater Rockford Airport accommodates limited commercial and charter flights daily.

Rockford began as two settlements: Kentville on the west side of the Rock River founded by Germanicus Kent in 1834, and Haightsville on the east side of the Rock River founded by Daniel Shaw Haight in 1835. Originally called Midway because the settlements were located halfway between Galena and Chicago, the two villages were

officially combined as Rock Ford in 1837, and incorporated in 1839. Although a ferry, and then early wooden bridges served the twin communities, the first iron bridge was not built until 1871.

The first permanent dam was built in 1853, harnessing the waterpower of the Rock River and fueling industrial growth. This spot along the Rock was particularly attractive because it was narrow enough to span within the limits of current technology, yet wide enough to permit construction of more than one industry. A Waterpower District was created by business leaders east of Wyman Street alongside the dam on the west bank of the Rock River. After the Manny Reaper Company was the first to open in 1853, small textile mills and metal-fabricating plants began to cluster here. Soon loft and factory structures were lined in tight rows alternating with the mill rows that supplied the necessary hydropower. By the turn of the 20th century, industrial companies began spilling over the tight boundaries of the Waterpower north along Main Street, south across Kent Creek, and over the Chestnut Street Bridge across the Rock River. This concentration of industry was identified as the Central Industrial Area in a 1949 study entitled, *Geography of Manufacturing in the Rock River Valley* by John W. Alexander. The Barber-Colman Company set up shop in the Waterpower in rented quarters, but was among those that located south of Kent Creek in the early 1900s, as that older residential district was encroached upon by the city's rapidly expanding industrial sector.

Rail arrived in Rockford at the same time as waterpower, making a potent combination. In 1852, the Galena and Chicago Union Railroad arrived, the first of several railroads to serve the growing city. Railroad competition was fierce in the burgeoning industrial city in the late 1880s and 1890s. By the 1920s, they had consolidated into four lines -- the Illinois Central; Chicago and Northwestern; Chicago, Burlington and Quincy; and Chicago, Milwaukee, St. Paul and Pacific -- which provided 23 passenger trains daily. An Industrial Beltline, or "loop" as it was known, was built in 1906 east of the Rock River in what was then flat farmland outside the settled community. It circled around what soon developed as the city's second major industrial district, the South Industrial Area, and by the late 1940s contained over half the city's industrial employment in metal fabrication and furniture making.

Three smaller historic industrial districts also developed in the first half of the 20th century. Two of them were along branches of Kent Creek: the South Branch Industrial area along the Illinois Central and Chicago and Northwestern tracks containing small, low, structures on individual sites, and the North Branch Industrial area, a mixed collection of structures along the Milwaukee Road. The fifth and newest of them, the Northern Industrial area, developed outside the northern city limits.

SOUTH MAIN STREET AREA

The South Main Street area, where the Barber-Colman Company opened in 1902, is in the southwest quadrant of Rockford, lying immediately south of Kent Creek and adjacent to a bend in the Rock River just downriver from the Rock River dam. This part of South Main is Illinois Route 2. It was considered the southern section of the Central Industrial area in the 1949 study. The historic Waterpower is on the north bank of this section of Kent Creek. A branch of the Illinois Central Railroad tracks cuts across the tip of the neighborhood on a northwest/southeast alignment, crossing Kent Creek at Main Street. The topography is relatively flat, although it slopes down towards the river in several stages. Properties on the west side of Main Street are atop an embankment; those on the east side are lower. East of the railroad tracks the topography slopes down again to a low-lying section up against the riverbank. The street pattern is a grid, slightly skewed to the northwest, with regular, almost square blocks. South of Montague Street, the grid shifts generally to a north/south compass alignment, but the blocks are less regular in size and many of the streets do not continue past a few blocks. As South Main Street moves south, out of the area, it has several irregular shifts to a southwest diagonal, following the alignment of the Rock River. The South Main Street area, as a whole, generally looks like a typical late 19th century urban area with curb and gutter, sidewalks, and mature trees.

There is a mix of uses in South Main Street, with industrial uses along the Creek and east of Main Street to the river, commercial uses and some institutional uses along Main Street itself, and residential uses west of Main Street and south of Knowlton. South Main Focus Area is a name recently assigned to the area by the Rockford Planning Division for planning purposes.

Barber-Colman Company Historic District
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The South Main Street area was first platted as a residential district on either side of South Main Street from Kent Creek to Montague Street. The largest subdivision, Church and Robertson's Addition, was recorded in 1852. Among the oldest homes still standing in this neighborhood is the 1857 Graham/Ginestra House at 1115 South Main Street. It was built by Freeman Graham, Sr., a prominent local businessman, who also built the Graham Distillery further south on Main Street, and was a part owner of the Rockford Cotton Mills. The house is listed on the National Register of Historic Places. South of Montague Street are several other subdivisions, platted from 1858 through 1869. Although residences were originally built on both the east and west sides of Main Street, today the west side remains as a cohesive residential district, while on the east side, there are only a few scattered homes that were not acquired and demolished for industrial development. These homes include mid- to late-19th century vernacular types such as Gable Fronts, L-Forms, and Upright and Wings dating from c.1860 through c.1910, and high styles such as Italianate and Queen Anne. Most are frame and many have been extensively altered over the years.

As early as the 1880s, a commercial district began to develop on both sides of the street in the first full block of South Main Street between Kent and Morgan. An early horse-drawn streetcar line began running north from Montague Street to State Street and across the river to Kishwaukee Street in 1881. By the turn of the 20th century, Italian immigrants were settling in southwest Rockford and the business district began to reflect that. Some residences were gradually replaced with commercial structures for several blocks on South Main. Those that remain today are One and Two-Part Commercial Blocks, and several garages and gas stations.

As the Waterpower district became overcrowded towards the end of the 19th century, industrial uses spread to adjacent areas still near the water and rail resources needed for their businesses. Early Sanborn maps show industrial uses just south of Kent Creek adjacent to the railroad tracks in the late 1880s. Others, like Barber-Colman, moved along Morgan and Loomis streets by 1900, displacing residences. Industrial uses also settled on the flat land between the tracks and the river along Buchanan Street. Eventually as Barber-Colman expanded, it covered most of the blocks between Loomis and Lane Street east of South Main.

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The industrial companies located in the South Main area are considered part of the Central Industrial Area, which encompasses the original historic Waterpower in its center, a northern section immediately north of the Chicago and Northwestern Railroad embankment, Several companies across the Chestnut bridge, and this southern section of which the Barber-Colman Company was the dominant industrial complex. The other industrial structures in this southern section today are a mix of multi-story loft structures, factories, industrial garages, and a few newer pole barns. They range in date from c.1900 through 1992. Only one of these, a multi-story loft, is architecturally distinguished in any way.

THE BARBER- COLMAN COMPANY

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. Masonry loft, factory, and garage structures were concentrated between Rock Street and the railroad tracks, moving south from Loomis Street to south of Montague Street. There was a recreational field and a series of frame auto sheds at the south end of the site. The entire site was flat and had its own internal street pattern, generally following the north/south alignments of River Street, and the alley between Rock and River streets that were vacated in the 1920s. Three full city blocks between Rock and South Main streets, stretching from Loomis Street on the north to Lane Street on the south, which were once used as parking lots for the company, are now vacant and have been excluded from the district. There is a chain-link fence around the property which runs along Loomis Street to the street facades of the loft structures facing Rock Street, then continues at the last factory structure on Rock Street and goes east generally along Knowlton Street to the railroad tracks, which form the eastern edge of the site. The property is accessible through a locked gate on Loomis Street.

Originally 20 permanent masonry industrial structures and two gatehouses were located on the Barber-Colman site. The structures were called "Sections" and were numbered by the Barber-Colman Company in order of their dates of construction. Today there are fifteen structures ranging from one to three stories tall that are still standing, including seven that are considered architecturally significant. They represent a wide variety of

industrial types built between 1907 and 1948 (with additions through 1952). They include two, three-story lofts of standard mill construction (Sections 4 and 9); two multi-story lofts of reinforced concrete construction (Sections 5 and 13); and one loft of steel skeleton frame construction (Section 10). There are three factory types with roof truss structural systems (Sections 17, 18, and 19); one combined loft/factory (Section 12), three industrial garages (Sections 11, 16, and 20), and a powerhouse (Section 7). The remaining two structures are one-story gatehouses, one of brick construction and the other concrete block.

The Barber-Colman structures display cohesiveness in the way they are sited on the rectilinear street grid, and the use of similar materials are evocative of a particular time period in industrial construction. The structures are rectangular in form, in common brick or red brick with stone detailing and/or exposed concrete structural framing. Roofs are flat, bowed, or sawtooth. Multi-light windows, mostly metal-framed, are a strong unifying feature, and there are monitors and clerestories on many of the factories and garages. There are some large vacant parcels where historic structures were demolished, but those that remain sit near, or in a few cases, adjacent to each other, and several are linked with overhead pedestrian bridges. The blocks between Rock Street and Main Street were once used as surface parking lots for the company, but are now vast vacant parcels that set off this industrial complex from the rest of the residential and commercial neighborhood, and show off the distinctive front facades of two lofts and a factory.

The following is a description of the fifteen existing structures, their significant architectural features, and any alterations that were made since their original construction. Since historically, the Barber-Colman Company built each section as its own unique industrial type for separate office, manufacturing, and storage functions, this nomination discusses them by section number. However, since many of them are interconnected either by ground floor adjacency or overhead pedestrian walkways, under National Register Rules for Counting Resources they can be considered attachments to a single structure. In this way, Section 4 (loft, 1907) Section 9 (loft, 1915 with additions in 1918/1919/1929 that connect it to Section 4) and Section 18 (factory, 1940) can be considered a single resource; Section 5 (loft, 1907 with additions in 1919/1926) can be considered a single resource; Section 12 (combined loft/factory,

1918/1925) and Section 13 (loft, 1923 with second floor connection in 1925) can be considered a single resource; and Section 19 (factory, 1941) and Section 10 (loft/office, 1948 replacing an earlier Section 10) can be considered a single resource. This brings the National Register Resource count to eleven, all contributing.

Section 4: Machine Shop #1 (connects to Sections 9 and 12)
Section 4 is a three-story, modified T-plan building of standard mill construction, 150x40 with a common brick exterior laid in common bond. Its main section is two bays by ten bays long, while its wing section is two bays by four bays wide. It is topped with a flat tar and gravel roof with brick parapet walls and ceramic tile coping. The front facade has a 1907 date panel. Most windows are either single or paired eight over eight wood double hung sash, or replacement metal, 20-light fixed windows with operable, pivoting, six-light panel at center. Above the windows are brick segmental-arched lintels with three courses of rowlocks, and below are concrete sills. The structural framing system of timber posts, beams, and joists on the interior of all three floors are exposed. Floors consist of diagonal sub-floor with thin, wood strip finish flooring. Interior walls are generally painted brick. There are hot water radiators, fluorescent suspended lighting fixtures, and exposed electrical and sprinkler piping throughout.

Significant features of Section 4 include original wood, multi-light, double-hung sash and exposed standard mill construction throughout the interior.

The following alterations occurred over the years. The front (east) facade is now obscured by a one-story brick addition that appears to be the remnant of a building (Section 3) to the north that was demolished in the 1960s. This part of Section 3 has a sawtooth roof with infilled clerestory windows. When the rest of Section 3 to the north was demolished, a truck dock was built that added four bays across at the first floor on the north facade with three non-historic overhead garage doors and one entry door. Across the dock there is corrugated metal infill and a metal canopy above. Other alterations on the north facade include the infill of some window openings on the first floor with brick or concrete block with inset 1one over one double hung windows. The former connection to Section 3 (shown by a full height opening at the west end of the north facade) has now been infilled with concrete block.

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Section 5: Various uses (connects to Sections 10 and 19)
Section 5 was originally a four-story rectangular building 143x58 built in 1907-1908 of the beam and girder type of reinforced concrete construction. It is six bays wide by fifteen bays deep, with a square washroom wing, two bays by two bays 20x19. Curtain window walls with brick below them fill in between the grid of the exposed structural system. By 1912, an additional story was added. This building appears to have many of its original four over four wood double hung windows along its north facade with two light transoms above. These are also all around the fifth floor. There are historic replacement eighteen-light fixed metal windows with central operable pivot along the front (Rock Street) facade on floors one through four. A historic brick parapet was added to the front (west) and rear (east) in 1926. In 1919, a large five story brick, rectangular addition (203x57), 22 bays wide by six bays deep, was constructed to the south. This addition is of reinforced concrete construction, the beam and girder type, with the structural system expressed on the exterior, and filled in with curtain walls of windows and brick. The addition made the building L-shaped in plan. Windows in this addition are eighteen-light fixed metal windows with a central operable pivot. One more addition was constructed at the south end of the 1919 addition in 1926. This five story, brick rectangular addition (60x142) is three bays wide and six bays deep. Although of reinforced concrete construction like the original building and 1919 addition, the sub-type of construction is flat slab. Finally, a sixth story was added in 1952 (Permit #15025-B, dated May 9, 1952), 28x58, for a laboratory of brick and concrete block. All floors are concrete and the roof is of tar and gravel. Interior walls are of plaster and lath, and some interior partitions are hollow tile. In most places wood strip floors are laid over concrete. The wood floors are deteriorated, warped, bowed and buckling from moisture in many areas. Radiator heat is found along many walls. Some wallboard partition walls were added to divide spaces, such as on the second, third and fourth floors where there is linoleum tile flooring.

Significant features include the expressed reinforced concrete structure visible on the exterior façade and throughout the interior, and the metal, multi-light sash with central pivot section.

The following alterations have occurred over the years: The upper sections of most windows are covered on the exterior with some kind of applied textured material. The

1952 sixth floor addition has an exterior facade on the west that is incompatible with the historic character of the rest of the structure.

Section 7: Powerhouse

The original 1910 powerhouse was built in two sections, each six bays wide and three bays deep, with a brick load-bearing wall running north/south separating the two sections. The main floor of the west section is a few feet above grade, is topped with a flat roof, and has a basement below. The main floor of the east section is at grade and has a monitor roof. By 1927, a historic addition of the same height, with similar materials and design features, was built to the south that basically doubled the size of the powerhouse to eight bays wide on the west and nine bays wide on the east. Also built at the same time was a shorter addition, five bays wide and measuring 81x17, which projects as a shallow rectangular wing from the front façade. The main part of the combined building measures 147x83 in a modified rectangular plan. This one story brick building is masonry and steel frame construction supporting a Warren Truss system with verticals in the inverted triangles. The load on the original part of the building is carried on brick walls and piers, while the addition has steel columns.

Exterior brick is laid in common bond with every eighth course as a rowlock course. Horizontal design emphasis is added with concrete coping and cornices above the first floor and clerestory windows at the top. Across the facades are round-arched window openings with lintels of three rowlock courses and stone sills. Window glazing differs between the original building and the 1927 addition. Within the arched openings in the original part of the building are three-part, wood windows with three-light side windows flanking a central six-light window with three-part transom above. In the 1927 addition, windows are three-part metal windows with ten-light 2x5 fixed side windows flanking a central fifteen-light 3x5 operable window with multi-light arched transoms above.

Clerestory windows in the 1910 part of the structure and the west section of the 1927 structure are recessed in brick rectangular panels with stepped corbelling at the top and soldier coursing below. Many are wood three-part windows with fixed four-light windows flanking a six-light central window. Above the arched windows in the east section of the 1927 addition are paired 20-light fixed metal windows.

In the interior, there are two main spaces; one long rectangular room extends from the north to the south wall at the front of the building and is several feet above grade. Within this room are steel rails for hoisting that run north to south along the perimeter walls and freight doors at the north and south ends. An electrical transformer power system (date unknown) is at the front in the projecting wing. There is a basement on the lower level that has a pump pit in the north end and various storage tanks in the south end. The second main space is located on the east end of the building at grade, and is also long and rectangular in plan. This room houses the boiler systems (compressors, heat pump and heat exchangers) and one large boiler at each of the north and south ends of the building. Floors are of reinforced concrete, with wood strip flooring covering the north end of the west section.

There are two brick smokestacks attached to the powerhouse building, one on the north end and one on the south. The north smokestack has a red octagonal brick base and 25 rings that run up the shaft of the smokestack. Along the east wall of the building is an elevated concrete railroad trestle whose tracks have been removed.

Significant features include all original multi-light arched windows that remain in place, and many clerestory windows. Stone stringcourses and cornice are significant features, as are the massive smokestacks at either end. In the interior, the exposed roof truss system is important, as is the monitor roof.

The following alterations have occurred over the years: Some of the clerestory windows have been boarded up or in filled with concrete block, particularly on the north and east facades of the 1910 structure and the south facade of the 1927 structure. Others are still visible. Openings for overhead garage doors have been altered on the north facade but these alterations are historic.

Section 9: Machine Shop #2 (connects to Sections 4 and 12)

Section 9 is a three-story building of mill construction that was built in 1915. It has a common brick exterior laid in common bond (every seventh course is a rowlock course) and an irregular, modified T-plan. The main block of the building is 42x176 with a 17x18 water closet wing and a 55x32 projecting wing. Three other additions to the building were constructed in 1918, 1919, and 1929. The original building is two bays wide (with

four facade openings) by twelve bays deep, and the wing that connects to Section 4 is four bays wide by two bays deep. Many original wood 6/6 double hung windows remain that are single or paired. On the east façade, some window openings have been filled in with brick. On the west facade, the second bay from the north has large freight-type openings. The second floor opening is the most original and contains a historic wood door with four lights and a six-light transom above. The third floor freight door opening has been downsized and bricked in.

It is believed that the second story connector bridge addition to Section 12 was constructed in 1918 (also the year that the Section 12 building was completed). The connector is of wood with a steel truss system and topped with a gable roof. The connector bridge is now covered with non-historic corrugated metal cladding

Two one story, common brick additions were added on the east facade just below and to the north and south of the bridge connector. It is believed they were both constructed in 1919. These make the ground floor spaces in Sections 4 and 9 continuous. The north addition has 20-light metal windows, while the south addition has twelve-light windows. Both window types are fixed, with pivoting six-light panels at the center. An opening just below the connector bridge at ground level was infilled with an historic overhead door, a three-paneled and one-light entry door, and three, four-light wood transoms above. The date of this infill is unknown.

Another one-story addition, believed to date to 1926, was constructed along the west facade. This three-bay wide by four-bay deep addition is of common brick and has paired six over six wood double hung windows (one set is covered with metal on the exterior and not visible) alternating with two overhead garage doors and transoms (one transom is boarded and not visible). Openings have brick lintels with three rowlock courses. A small frame second floor addition rises above the first bay of this addition. It is now clad with corrugated metal and has paired, eight over eight wood double hung windows.

The interior of Section 9 has exposed timber post and beam construction throughout. Walls are brick with few interior partition walls. A wood strip floor covers diagonally-laid,

wood sub-flooring. Gas pipes run the length of the walls. Many fluorescent lights remain.

Significant features include the standard mill construction with exposed posts and beams throughout all floors of the structure. Other features are the original wood windows with segmental arched openings and the original wood strip floors.

All additions and alterations are historic, although they do obscure some of the exterior walls of the original 1915 structure.

Section 10: Office Building (connects to Sections 5 and 19)

Section 10 is a three-story rectangular, brick, steel skeleton frame building with a flat roof and tile coping that is seven bays wide and seven bays across. The main facade faces west along Rock Street. Built in 1948, it replaced a 1916 warehouse also known as Section 10, and was constructed with its south wall adjacent to Section 19. The brick is laid in common bond, with every seventh course laid in rowlock courses. Wide window openings contain groupings of four windows composed of wood, one-light fixed sash below and glass block above (42 blocks). Concrete horizontal stringcourses are above and below windows as lintels and sills. Some fixed windows have been replaced with two-light sliders. Between the windows are brick piers laid in stacked bond that delineate the bays. The main front entry is in the center bay and is one of the most significant features of the building. Art Deco in feeling, the entry is accented with stacked bond brickwork piers that step inward. There are paired, painted wood doors with a narrow single rectangular transom above in the recess. A secondary entry is in the second bay from the north. It has three recessed metal entry doors and three narrow rectangular transoms above. Full height glass block walls curve inward at the corners to accent the front secondary entry. A mix of interior finishes from the 1950s to the 1980s are found in the building. Finishes include wood paneling, wall board partitions, birch sills and window frames, birch flat paneled doors, fluorescent light fixtures, vinyl tile flooring and acoustic tile ceilings. Staircases have terrazzo tile landings, wood rails and metal newel posts. The most notable room is the main entrance lobby on the first floor located five steps below grade. Also of note on this floor is the "Motostair" escalator at the center of the building, made of stainless steel with a sleek, streamlined design.

Significant features include the main entry and windows on the west façade and the Motostair escalator on the interior.

The following alterations have occurred over the years: A few fixed wood windows have been replaced with sliding glass on the west facade. Although there may be some original blonde wood doors and trim in various places, most interior finishes appear to be non-historic.

Section 11: Private garage

Section 11 is a one-story brick rectangular garage building, 90x56, three bays wide and eight bays deep. Built in 1927, it is of steel construction with a Bowstring truss, and a compass-vaulted roof with concrete coping. Brick is laid in common bond with each seventh course laid in rowlocks. At the center of the front (west) facade is a 6x5 paneled wood overhead garage door and an adjacent three-panel and one-light entry door with boarded transom above. Windows are metal multi-light fixed with pivot at center. There are concrete sills and water table. The structure was originally built with electric lights and steam heat, which was removed and replaced with a forced air system. Most floors are creosote-soaked wood block. The siting of this structure is unusual. It is built into a lot that slopes upward east toward the rear and the railroad tracks. Exterior gas meters are found on the west end of the building.

Significant features of note are the brick pilasters at the corners of the building that are capped with concrete capitals. They feature a decorative vertical rectangular panel outlined with a rowlock course and stone block corners.

The few alterations include the interior wallboard partition walls for offices, and the metal security grates on the north side windows.

Section 12: Heat Treating Building I (connects to Sections 4 and 9)

Section 12 is a two-story brick building, 125x166, that was built in 1918. The main facade is on the west, along an alley that runs through the complex. Two additions were constructed at a later date including a three-story addition to the north in 1925, and a

one-story, 67x15 concrete block addition to the south in the 1950s. The 1950s addition has a shed roof and metal multi-light windows.

The original 1918 building is four bays wide and nine bays deep. The first floor is reinforced concrete, flat slab construction, while the second floor has a steel skeleton frame with a truss roof system. The structure is expressed on the exterior, between the first and second floors through a wide concrete stringcourse with a rowlock and soldier course just below it. Brick is laid in stretcher bond. A stepped parapet with stone coping at the front reflects a monitor roof that extends through the center of the building. Architectural treatments include stone cornices with stretcher and rowlock courses, recessed window panels with simple brick verticals with corbelling at the top that appear to be pilasters at the edges of the openings. Windows are mainly paired 25-light fixed windows with six-light operable pivot, while clerestory windows are paired fifteen-light metal windows. In recent years, many of the windows on the 1918 building have been infilled with painted concrete block and inset paired metal, one over one double hung windows.

To the north of the original building is a 1925 two-story addition that is four bays wide and eight bays deep. The first floor is reinforced concrete, flat slab construction, while the second floor has a steel skeleton frame with a truss roof system. Two sawtooth roofs run the depth of the building and are accentuated on the front (west) facade with elaborate brickwork. The brick is laid on a diagonal and has recessed triangular and polygonal panels. Window openings are treated similarly to the 1918 building with recessed panels and corbelled verticals at the ends. Many original metal multi-light windows remain that are paired 40-light (5x8) fixed metal windows with six-light pivoting operable section. Some windows are partially covered with a non-historic applied textured coating. All first floor windows on the north side facade have been infilled with concrete block, and some of them have inset paired metal double hung sash. The clerestory windows in the sawtooth roof have been infilled with concrete block. A corrugated tunnel connects Sections 9 and 12 at the second floor (see Section 9 description). The main entrance to the building is through the fourth bay on the west facade, with a wood overhead garage door and adjacent entry door with three panels and one light. The transoms have been boarded up.

On the interior, floors are mainly concrete, with some sections covered with creosote-soaked wood block or with wood strip floors. On the first floor, in both the original building and the 1925 addition, concrete columns are round with flared capitals and flat plates characteristic of flat slab construction. On the second floor of the original building there is a steel skeleton frame and Warren truss roof with monitor. On the second floor of the 1925 addition there is a steel skeleton frame and double, Fink roof truss system, each with a sawtooth roof. On the east perimeter wall, Section 12 opens into the west wall of Section 13 on both floors. Both the north and south sections have fluorescent lighting, ventilation fans, sprinkler systems, radiator heat through pipes that run along the walls, and some partition walls of wallboard inserted into the larger spaces. No machinery or equipment remains except for non-historic hoists.

Significant features include the original windows and the stone stringcourses and brick corbelling on the exterior of both the 1918 and 1925 structures, which also surrounds the window openings. Also noteworthy is the exposed flat slab construction on the first floors and the steel frame and exposed truss roof systems on the second floors. The monitor and sawtooth roofs are distinctive.

The following alterations have occurred over the years: Masonry infill in historic window openings and removal of historic sash, particularly on the south façade; masonry infill in the sawtooth clerestory windows. There is a non-historic textured coating covering part of the exterior of historic windows on north facade.

Section 13: Warehouse

Section 13 is an eight-story, brick building 206x18 constructed in 1923 in a triangular plan, with a nine-story corner stair tower attached to the north end. A two-story brick train shed 228x24 follows the angle of the railroad tracks adjacent to the east side of the building. A historic concrete track bed, leading off from a railroad spur, enters the shed through openings at both the north and south ends. By 1929-1930, an eight-story, almost rectangular addition, three bays wide by nine bays deep, was constructed to the south. A metal structure is located outside the south end and is connected to the building with ducts at the first, second, and third floors and an exhaust duct at the top. It was probably used for the transfer of loose materials between different floors of the

building. A concrete acid tank is next to the railroad spur at the south end of the building.

Both the original building and its addition are reinforced concrete, flat slab construction. The concrete structural system (now painted) is clearly expressed on the exterior. Brick curtain walls with medium to small window openings fill in between the framing members. Windows are either single, paired, or grouped fifteen- and 20-light metal windows with operable six-light pivots at the center. The single sash are generally found on floors six through eight, while the paired and grouped windows are found on the lower floors. Some windows have been broken, and others have been infilled with corrugated metal. At the opposite ends of the train shed are metal doors -- one overhead and one rolling.

On the interior, spaces are wide open on most floors, interrupted only by round structural columns that flare at the top and have concrete plates above, characteristic of flat slab construction. Some partition walls are of hollow tile or brick, while later walls are wallboard. All floors are concrete, although wood strip flooring was installed in places. Radiator heat is found along the perimeter walls. Ceilings are approximately ten feet in height, with added fluorescent lighting. Staircases are very utilitarian at the north and south ends of the building, with concrete stairs and pipe railing. Interior staircase doors on each floor are historic paired wood entry doors with one light and three wood panels. Freight elevators are found at the north and south ends. A number of openings connect Section 12 to Section 13 at the second floor. Washbasins and some metal shelving remain inside the warehouse building.

Significant features include the reinforced concrete flat slab construction with flared columns, expressed and visible throughout most of the interior. There are original metal multi-light windows in most openings. On the interior, paired historic wood panel doors in the stairwells lead out to the train platform. The railroad siding and concrete loading dock platform are also important.

The following alterations have occurred over the years: All window openings in the train dock are covered with corrugated plastic material on the inside and some kind of

applied, textured coating on the outside. Many windows on the upper floors have broken glass. All tracks have been removed from the train dock.

Section 16: Heat Treating Building

Section 16, built c.1940, is a one-story brick building, 76x140, one bay wide and thirteen bays deep. It has a Bowstring roof truss system with a central monitor roof that runs the length of the building, and a compass roof. Although not used as a garage, the structural system is the same, with the weight of the trusses supported on load-bearing masonry walls. Simple brick pilasters are found at the corners of the exterior and are capped with concrete. There are multi-light windows along the length of both sides of the monitor that are now covered with standing seam metal cladding on the north facade and are painted on the south facade. The ends of the monitor are sided with aluminum and there are four large ventilators on top. Windows are either single or paired metal 20-light fixed windows with operable eight-light pivot at the center. A garage door opening is at center on both facades, with a multi-light and paneled wood overhead door and flanking wood and glass paneled entry door with transom. On the interior there are concrete floors, fluorescent light fixtures, some piping, and no mechanical equipment. There is a one-story brick addition 13x90 along the south facade of the building that contains the bathrooms. It has a shed roof with a skylight.

Significant features include the roof truss system with monitor and original multi-light windows, and on the exterior, the brick corner pilasters.

Alterations over the years include the metal and aluminum cladding on the monitor, and the applied, textured coating covering some of the windows.

Section 17: Bakelite Plant

Section 17 is a one-story, brick rectangular factory building 90x150 built in 1936. A steel skeleton frame that is four bays across by seven bays deep has a sawtooth truss system supporting four sawtooth roofs. The roofs are covered with tar, but the structural material and copings are of wood. Exterior brick walls are laid in common bond, with every seventh course laid as headers. Windows are almost full height metal fixed windows with 30 lights (5x6) and an operable pivot section, and a fifteen-light transom above. The top 2/3 of each window has been covered on the exterior with an applied,

textured coating. Skylight windows in the sawtooth roofs have been covered with tarpaper. Two door openings are found on both the east and west facades and feature historic paired wood doors with four lights and diagonal-striped wood panels on the lower portions. (Some are covered). Six-light wood transoms are above each door, although they are boarded up and covered over in places.

In the 1950s, a one-story, brick and metal rectangular addition 40x150 was constructed on the south end of the building. This steel skeleton structure has a Howe roof truss system, one bay across and four bays deep. The exterior has a brick apron wall along the east and west facades and a concrete block apron wall along the south facade. Above the apron wall are ribbon windows with six-light metal sash, and above them, walls of corrugated metal. At the north end of the addition on the east and west facades is a front door with wood panels and a four-light, wood, overhead garage door.

On the interior, floors are of concrete with some areas covered with buckling creosote-soaked wood blocks. Wallboard partitions divide portions of the space for offices. A central rectangular partitioned area with concrete block walls holds the bathrooms and the locker room. Lights are electric, some with historic pendants, but most are fluorescent fixtures. A sprinkler system and fans for ventilation are on the ceiling. No original machines or equipment remain.

Significant features include the sawtooth roof with skylights in the 1936 part of the building, the large, multi-light windows on three facades, and some wood panel exterior doors.

The 1950s addition is incompatible with the historic structure and is considered a non-contributing addition. Other non-historic alterations include the applied textured coating on upper parts of windows on all three facades and the tarpaper on the skylights.

Section 18, Machine Shop

Section 18 is a one-story factory-type structure built in 1940, with three parts of varying height. Ward R. Shedd is the engineer of record. The overall building 170x176 is rectangular and has steel skeleton frame construction that supports several types of truss roofs in the different parts of the interior. The most distinctive interior space is at

the north end of the building and is seven bays long and three bays wide. The center bay of this part of the building is triple-height and has a system of steel columns supporting a series of Fink roof trusses that run east and west. These trusses have a double sawtooth monitor whose outer walls have 25-light metal windows (5x5) with a center pivot. These windows are painted over. On the north wall of the center bay, just below the truss system at the second floor level, is a clerestory of continuous, multi-light metal sash with center pivots. On the exterior east wall of this part, the lower level is brick with a large, wood panel, overhead garage door, a wood and glass panel entry door, and a single, 25-light metal window. Above the brick is a full window wall of metal, multi-light sash that are now covered with an applied, textured coating. The west face of the monitor is covered with corrugated metal. On the exterior west wall of this part, both the lower level of brick and the second level of window wall were altered by cutting a very tall overhead door. The remaining windows are covered with the same applied textured coating and the monitor is covered with corrugated metal.

The north bay of this part of the building is a low-ceilinged, flat roofed connection that is adjacent to Section 9. The north wall (not visible on the exterior) is the south brick exterior wall of building Section 9 and features twelve segmental arched openings -- two are doorways and ten have multi-light double hung windows. The exterior walls of the north bay are brick with concrete copings. The west wall has a pair of 25-light metal sash with a center pivot while the east wall has a triple 20-light metal sash with a center pivot. Floors in this part are creosote-soaked wood blocks.

The south part of the building is double in height and has two separate areas. The west area is six bays long and one bay wide. A steel skeleton frame supports a Howe roof truss system and a flat roof. The west exterior wall has a low brick apron wall topped by a concrete sill. Above this is a continuous curtain wall of metal, multi-light sash with center operable pivots. On the interior the floor is creosote-soaked wood blocks. A narrow trench running north/south was probably used to facilitate the maintenance of vehicles. Separating the west area and the east area is a two-story office and bathroom section. The east part of the building is six bays long by five bays wide. A steel skeleton frame supports a series of four sawtooth roofs with a flat roof adjacent to the north part of the building. These sawtooth roofs nave painted multi-light metal windows with pivots on the north slope of the roofs. The ceiling height in this area is lower than that in the

west area. On the exterior there is a brick apron wall with a concrete sill. Above this is a continuous curtain wall of multi-light metal windows.

There is a 24x70 corrugated metal addition built in 1951 attached to the south end of the main building. This addition has a brick apron wall with concrete coping on the east and west facades. There is a metal overhead garage door and wood panel entry door on the west facade and two windows on the east facade. The addition has a shed roof.

Significant features include the Fink roof truss with double sawtooth monitor in the north part of the building with original metal multi-light windows in the monitor and clerestory.

There have been some alterations to the exterior west facade of the building. The window changes are reversible. A sliding garage door on west facade was enlarged to almost full height with additional bracing on the exterior. The metal overhead garage door on the addition is a replacement. East and west curtain walls and clerestory skylight windows are in place but are mostly covered with an applied, textured coating. The 1951 addition at the south end with its corrugated metal cladding is incompatible with the historic character of the original structure.

Section 19, Steel and Cast Iron Storage (connects to Sections 5 and 10)
Section 19 is a one-story brick building 241x170 of steel skeleton frame construction with varying roof heights. Built in 1941, this six bay wide and six bay deep building faces east, with a simply fenestrated west (rear) wall along Rock Street. Brick is laid in common bond, with every sixth course as a header course. Exterior windows on the east facade in the shorter bays are paired and have single, historic metal 20-light sash with a lower pivot. Windows in the taller monitor bay on the east facade are historic sixteen-light vertical, fixed metal windows flanking ten-light paired rectangular windows set horizontally. Exterior windows on the west facade are at the upper level of the monitor bays and include twelve-light fixed sash and 25-light sash with operable pivots. Sills are of concrete. A slight stepped parapet with tile coping accentuates the building bays. A multi-light, metal window curtain wall is along the south wall of the structure with a concrete block wall below. Two garage door openings are on the east façade -- one at the north end has been enlarged in height, while the other is in its original opening with a wood and paneled door. One entry door on this same facade has been downsized.

On the west facade, one large window opening has been infilled with brick, while others have been boarded.

An inverted Warren truss roof system is visible on the interior, with two eight-foot monitor roofs that run the depth of the building in the second and last bays from the south. Clerestory windows running the length of the monitors are continuous eighteen-light fixed metal historic windows with eight-light operable upper awning sash. There is concrete block infill in the north wall of the north monitor. There is a second floor in this monitor that was inaccessible. Interior floors are of poured concrete.

There is a fenced south yard with additional structures and objects, including metal sludge and other storage tanks. Also in this side yard is a small, one story concrete block shed with a flat roof and brick veneer along the west facade. This structure and yard are currently in active use for the storage of equipment and materials.

Significant features include the two large monitor roofs with continuous clerestory multi-sash windows.

Alterations include some broken windows, and applied, textured coating covering some windows. There is concrete block in the north monitor. Some interior partitions are non-historic.

Section 20: Garage/Lumber Storage Building

Section 20 is a one-story, brick rectangular industrial garage-type building 128x24 three bays wide by eleven bays deep, built c.1940. It has a Bowstring steel truss roof system (presumed but not verified) and concrete floor. The brick is laid in common bond, with every seventh course laid in rowlocks. Windows are 20-light metal windows that are paired on the front facade. The garage door opening has been enlarged and a non-historic metal overhead door installed. The entry door is also metal and non-historic. At the rear of the longitudinal facades, the windows are much closer together in the last eight bays. Most windows are now covered with metal grates for security. The interior was inaccessible at the time of this survey.

Significant features include the roof truss system and the multi-light windows.

Alterations include the enlarged garage door opening and the non-historic metal garage and entry doors.

Section A: Gate House
The Gatehouse is a small, rectangular building at the southwest corner of the property where a guard was stationed to admit authorized people to the site through a fence. It is finished in face brick with simple classical detailing in stone. The front displays a stepped parapet with stone copings and a stone panel with the name of the company incised in the stone. There is a wood and glass panel entry door and front window that are slightly recessed with brick corbelling above. There are curved front steps. Windows are multi-light. There is significant attention given to the architectural detailing of such a small structure. There have been no alterations to the exterior since its construction c.1925.

Section B: Pedestrian Gate House
The name and exact function of this c.1920 Gate House is unknown, but it appears to be a station that controlled entry of employees to part of the site, even though it no longer has any fencing around it. This small, rectangular structure is made of painted concrete block with a flat roof and has an open wood front porch with a single post. There are paired wood entry doors on the south and north facades and metal turnstiles inside so that employees could walk in one set of doors and out the other. Window openings are now covered with an applied, textured material and there is vertical board siding on the west façade.

Overall Integrity

Because the Barber-Colman Company experienced such explosive growth in the early decades of the 20th century, its industrial complex was constantly changing and expanding. New structures were built every few years, while existing ones were altered and enlarged. However since the company began expanding its operations at another Rockford location in 1952, the Rock Street structures have sat virtually unchanged since then. Original exterior form and masonry, most original windows, and other

historic materials are evident on all structures. The most common alteration is the covering of some windows in a few buildings with an exterior applied textured coating. In all these cases, the original windows still remain under the coating. Some other window openings have been bricked in, particularly in monitors and clerestories. There are a few door openings where masonry has been rebuilt to accommodate a different door size or function.

Over the years, there were a variety of temporary frame sheds built on the property that were all eventually demolished when more permanent masonry structures were built. As these permanent structures were built, they were given a Section number in sequential order. Twenty structures were so numbered, and the thirteen of them that remain standing today have been described above. They include Sections 4, 5, 7, 9, 10, 12, 13, 16, 17, 18, 19, and 20. The other two contributing structures to the historic district are the two gatehouses.

Those Sections that have been demolished include the following:
Section 1. A three-story loft structure built in 1902 and demolished after 1956, date unknown.
Section 2. A three-story loft structure built in 1904 just south of Section 1 and demolished after 1956, date unknown.
Section 3. A three-story loft structure built in 1906 extending at a right angle from Section 2, and Sections 2,3, and 4 formed an H-plan. Demolished after 1956, date unknown.
Section 6. A one-story brick structure built in 1910 with additions in 1914 and 1915. Demolished, date unknown.
Section 8. A one-story building with a sawtooth roof, built c. 1910 and mostly demolished in the 1960s although a small portion remains today attached to the northeast corner of Section 4.
Section 10. The first Section 10 was a two-story brick warehouse built in 1916 but demolished for the new Section 19 built in 1948, which is still standing.
Section 14. A one-story brick industrial garage-type structure built c. 1940. Illinois HABS documented and demolished in 2005 due to environmental concerns.

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Section 15. A steel-skeleton factory-type structure with a double-sawtooth roof and an exceptionally high ceiling built c.1920s. Illinois HABS documented and demolished in 2005 due to environmental concerns.

Sections 1, 2, and 3 were standard mill construction and appear to have been very similar to Sections 4 and 9. Thus the earliest type of loft construction on the Barber-Colman property is still well represented by two intact structures. Section 6 was not the only one story brick structure on the site. Although there are no photographs of the structure, from its footprint, it does not appear to have been distinct or unique. There are three other one-story industrial garages still standing that well represent this type. Sections 8 and 10 were demolished by the original owner many years ago to accommodate plant expansion. Sections 14 and 15 were demolished recently for environmental concerns, but have been fully photographed and documented.

The historic structures that still exist on the site provide a dramatic display of significant structural systems and roof truss types found in a variety of industrial building types. Exposed columns, beams, and original floors and ceilings are evident throughout as are steel roof trusses, monitors, and clerestories. A short walk through the site offers a compact history of industrial loft and factory construction throughout the first half of the 20th century.

STATEMENT OF SIGNIFICANCE

SUMMARY

The Barber-Colman Company Historic District is eligible for listing on the National Register of Historic Places under Criterion A for history for its association with industry and invention, and also under Criterion C for architecture and engineering as an industrial complex that represents the evolution of industrial building types. The period of significance is between 1907 and 1952. The Barber-Colman Company is locally significant for history as one of Rockford's largest machine tools design and manufacturing companies. Its hundreds of industrial machines and machine parts 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 percent 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 but maintained its headquarters at this site and in Rockford until 1982. 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 also locally significant for architecture and engineering, for containing an outstanding concentration of the most representative industrial building types that illustrate the evolution of 20th century industrial architecture. 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 a distinctive 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 and multi-light windows in 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. All 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 contribute to the character of the 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 lies 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 Waterpower District, and the area was quickly filled with factories and machine shops of many types. Among them were the John P. Manny Company, manufacturer of self-raking reapers and mowers, and the Emerson Company, whose grain binding equipment advanced 19th century agricultural practices.

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 whose foundries, machine shops, and planning mills turned out farm implements, carriages and even windmills. 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 Waterpower 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, p. 121).

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.

Waterpower, rail, and machine fabricating capabilities attracted other industries to Rockford. 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, p. 113). South Main Street was the heart of the knitting district, with one, the Nelson Knitting Company, located just south of Kent Creek. The first furniture maker, Forest City Furniture Company, was started in 1874 and by the 1920s woodworking industries such as Central Furniture Company and Union Furniture Company were added to the mix. It was these same resources of waterpower, rail, and machine fabricating that attracted a youthful inventor named Howard Colman in 1900, who opened a machine tool factory 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. There were five knitting factories, and 26 furniture factories, but it was the metal products companies that were becoming the most prominent. The largest employer, National Lock Company, had almost 3000 employees, followed by the Barber-Colman Company (machine tools) and the J. I. Case Company (farm implements) at over 2500 each. Other major employers included the George D. Roper Corporation (stoves), Greenlee Brothers (furniture and wood-working machines), Sundstrand Machine Tool Company (hydraulic equipment), and American Cabinet Hardware Company. By this time too, there were four other industrial districts in the city to rival the Central Industrial District with the Waterpower district still thriving at its center. The Mechanics Universal Joint Company, associated with the George H. Spengler Company, was one of the few companies still generating its own waterpower with massive wheels built in 1872. The South Industrial District comprised those industries that had located around the beltline in the southeast quadrant of the city. They were the Kent Creek South Branch and North Branch Industrial districts, and the Northern Industrial District just outside the northern city limits (Alexander, pp. 67-69).

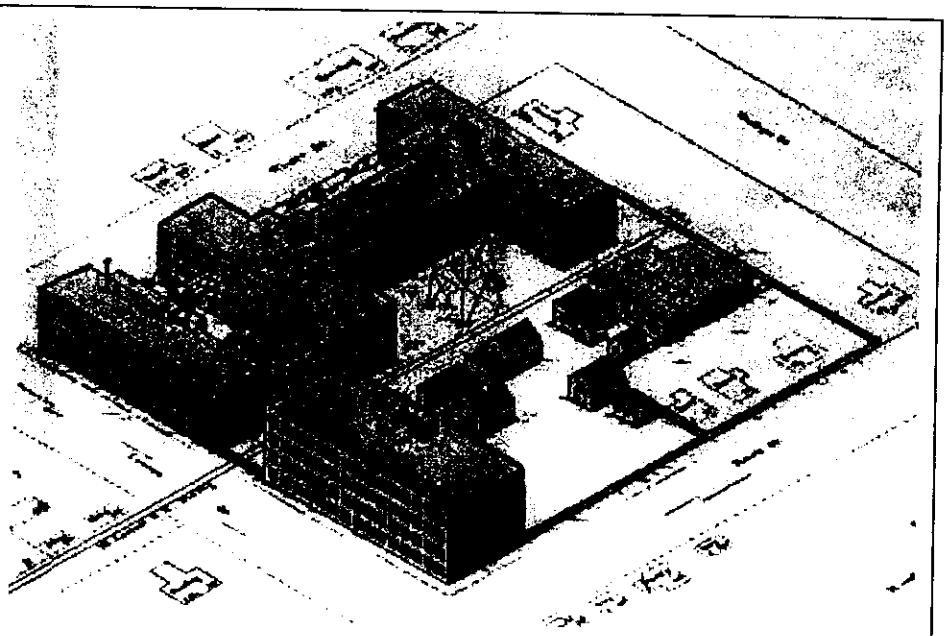
Rockford's industrial strength continued throughout the 1960s and the Barber-Colman Company prospered with it. In 1963, Barber-Colman was Rockford's biggest employer (*Rockford Star,* March 20, 1963). In 1967, Barber-Colman was one of Rockford's ten largest companies, employing over 5000 workers in its local two plants. That year, in the Rockford metropolitan area, (Winnebago and Boone counties) the manufacturing work force was 56,575 employees in a population of 250,000 (Nelson, p. 137). 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

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 Waterpower 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 distinctive industrial building forms from different time periods that reveal the company's history. These historic resources provide an understanding of the industrial past that fueled the city's growth throughout the early 20th century.



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

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.

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 Waterpower 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.

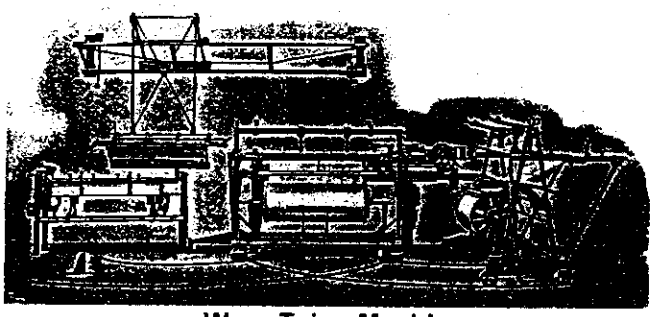
Colman's next invention, the Warp Tying Machine was also immediately successful after production began in 1904. In that same year, his business was incorporated under the name of the Barber-Colman Company. To accommodate the necessary installation of new machinery and equipment for the exploding business, five new loft structures were built on the site by 1907. In 1910, the company was reincorporated with three directors, Colman, Luther L. Miller, and Harry A. Severson (Winnebago County Recorder of Deeds, Deed in Trust, February 5, 1910).

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 U.S. 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

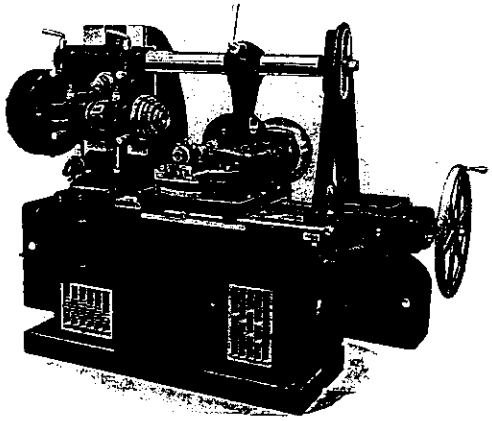
Hand Knotter

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*, p. 13).

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).



Warp Tying Machine



Hobbing Machine

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.

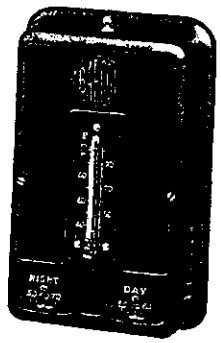
In 1908, Barber-Colman branched out from textile machinery into the machine tool industry with its Milling Cutters. Milling cutters were made in different forms and shapes and were used in larger milling machines for cutting metals. In early 1910, the Gear Hobbing Machine was designed for efficiently 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 tool room shapers since 1874.

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, p. 152). 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



Barcol Temperature Control

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.

In the late 1920s, the Experimental Department of the Barber-Colman Company began conducting experiments with temperature control instruments to be used in homes and other buildings 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 in Loves Park, Illinois, a Rockford

suburb. 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 & 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. The 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 emerged at an early age. In 1889, at the age of sixteen, 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. 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 (Cunningham, p. 151). 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 older son, took over board leadership at the company upon his father's death.

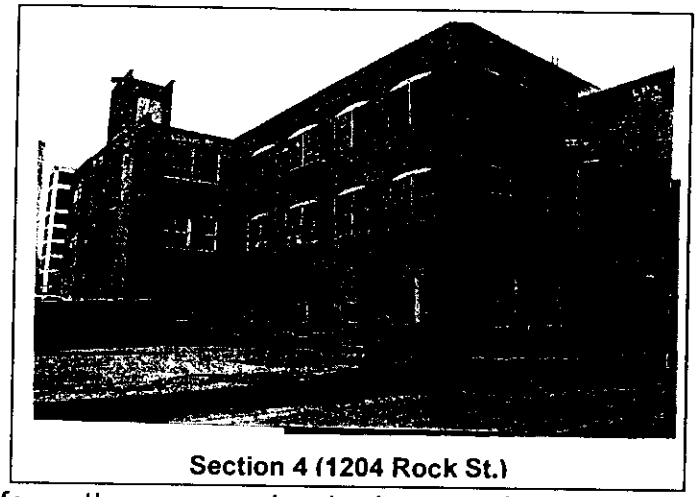
WARD RANODYNE SHEDD, FACTORY ENGINEER

Ward Shedd served as chief engineer in the Department of Service and Maintenance from 1918 to 1952. This department was responsible for repair and maintenance of the physical plant and included electricians, millwrights, carpenters, pipe fitters, janitors and laborers. As reported in the June 1924 issue of the *BCA News* regarding the engineers in the Department of Service and Maintenance, there were experts "on hand to perform almost any task except the construction of a large building." At a time when industrial structures were seldom designed by architects, plant engineers who understood the unique needs of the particular industry were often responsible for designing these utilitarian structures. Shedd's name appears on several of the building permits found for buildings at the Barber-Colman site, and it may be assumed that he also designed others during his position as factory engineer.

Shedd was born in Girard Township, Michigan, July 8, 1879. He graduated from Michigan State University with a Bachelor of Science in Mechanical Engineering in 1902 and later taught steel-making (early materials) in the College of Engineering. He married Alta Mae Gatchell Shedd in 1913 in Fredonia, Michigan, and they had three sons, John, Robert W., and Wilfred, born between 1913 and 1928, who were also graduates of MSU in Mechanical Engineering. He lived in Rockford from about 1913, until his death in June 1964.

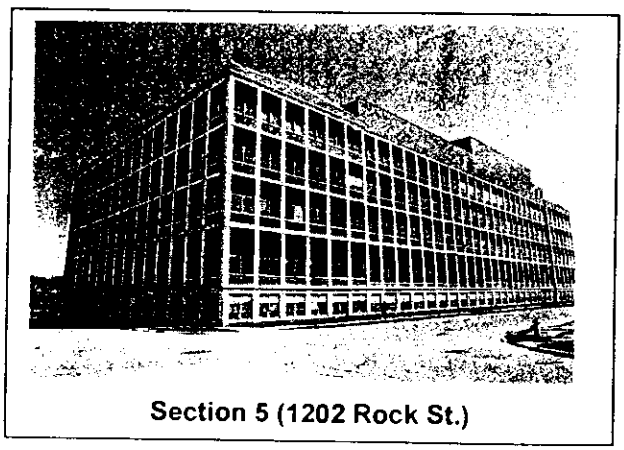
To date, no architect or engineer has been positively associated with the design of most of the buildings on the Barber-Colman site. Ward Shedd is listed as the engineer of record on the permits for Section 5, the brick and concrete block 6th floor addition, May 9, 1952, and Section 18, the steel and brick machine shop, June 7, 1940. As a member of the Rockford Masonic Lodge #102, he was also responsible for the reconstruction of the First Congregational Church into their new quarters in 1918. Although specific attribution has not been found, it is reasonable to assume that many of the structures completed during Shedd's service as Factory Engineer may have actually been engineered by him.

EVOLUTION OF THE PHYSICAL COMPLEX



Section 4 (1204 Rock St.)

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 Waterpower District was just a few blocks north across Kent Creek. Because the old Waterpower 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 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 were 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

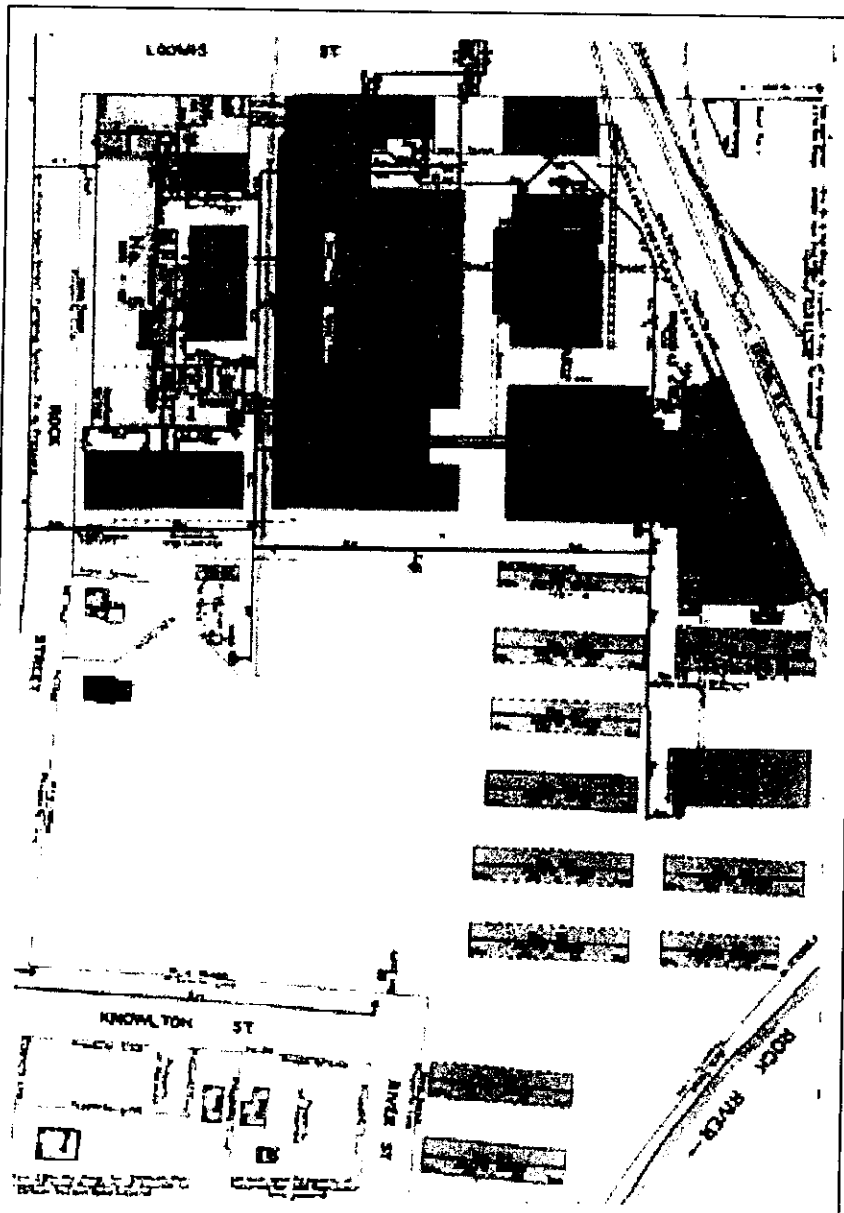
built extending at a right angle from Section 2. When Section 4, a duplicate of Section 2, was completed in early 1907, the three brick structures formed an H-plan. At this time all the factory operations were concentrated in Sections 2, 3, and 4, while Section 1 became the offices, drafting rooms and 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

Barber-Colman Company Historic District
Rockford, Winnebago County, IL

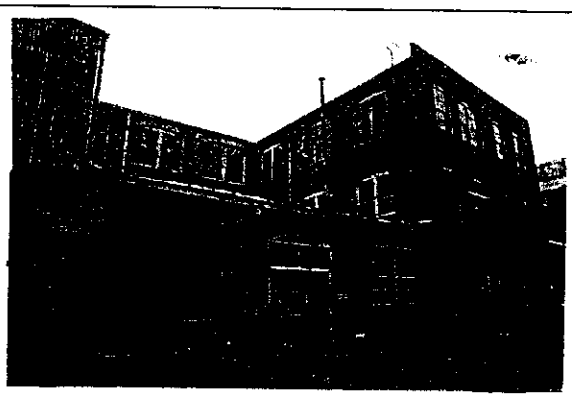


Map of Barber-Colman, 1934 (Associated Factory Mutual Fire Insurance Map, 1934)

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.

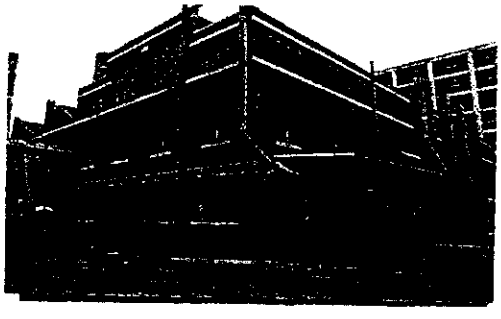
Also built in 1910 was

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.



Section 9 (1304 Rock St.)

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.



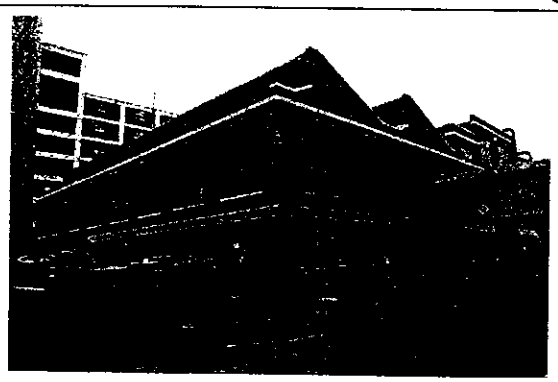
Section 12, South Part (1306 Rock St.)

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 c. 1925 after that part of Knowlton was vacated.

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



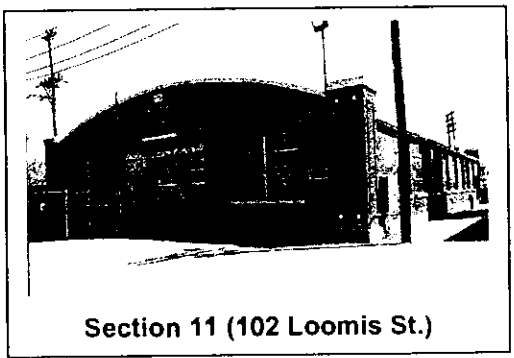
Section 12, North Part

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 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.

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.



Section 11 (102 Loomis St.)

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 industrial 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 an Illinois

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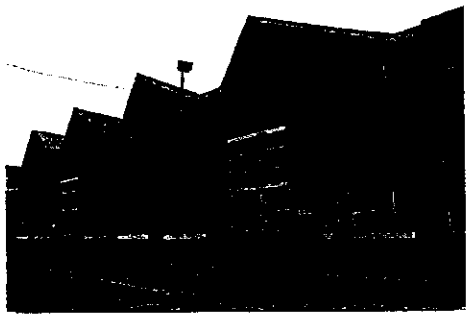
Historic American Buildings Survey documentation prepared and have been recently cleared for demolition due to serious environmental concerns. (Barber-Colman WO-2004-01A and Barber-Colman WO-2004-01B).

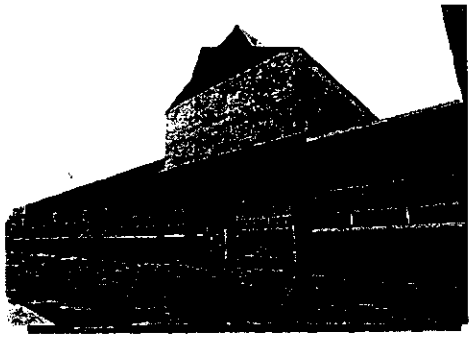
Section 16 (1312 Rock St.)

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, an industrial 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 17 (1318 Rock St.)

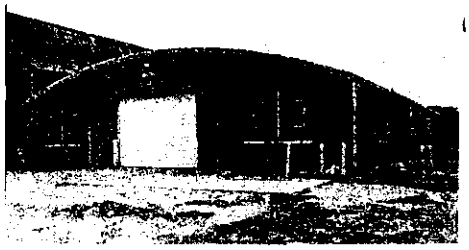
In 1940, there was an announcement of the permit for Section 18, Machine Shop #3. Its stated purpose was to manufacture and assemble machinery for making gears for all types of trucks, autos, and tanks. It has one space with an enormous ceiling height to accommodate large equipment. A mezzanine level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



Section 18 (1310 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 (1322 Rock St)

Section 20, built c. 1940, is a simpler industrial 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 Barber-Colman continued to operate at this original site until 1984 and its textile division, which was purchased by another company in 1984 continued here until 2001, no new construction or significant additions took place here after 1952.

Section 19 1318 Rock St.

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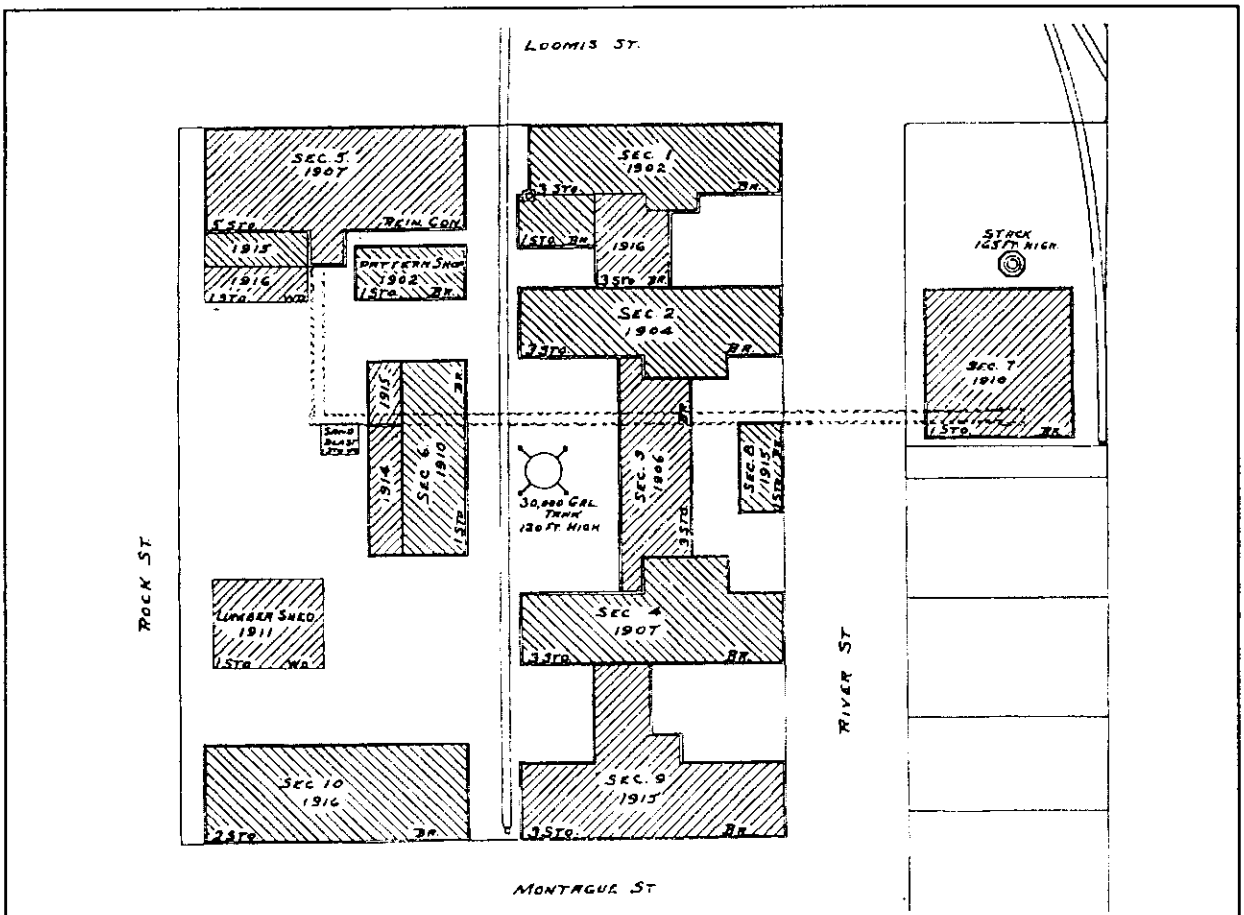


1917 Map of Barber-Colman (*Knots*, 1917)

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 United States, 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, p 137). 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 regular window openings in its exterior 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, pp. 9-10)

Prevalent from the 19th through the early 20th century, mill construction is characterized by:

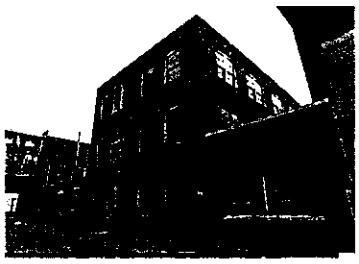
1. A framework of heavy wood columns and beams with structural support provided through the columns and the exterior masonry walls. Columns typically spaced 16-25 feet on center; beams spaced 8-12 feet on center. Windows appear as openings within the masonry walls and are typically wood, double hung 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 exposed 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 are architecturally significant as good, largely intact examples of this type of early loft construction.



Section 9

Reinforced Concrete Construction (Mc Mullen, pp. 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 existing

Section 13 – Flat Slab

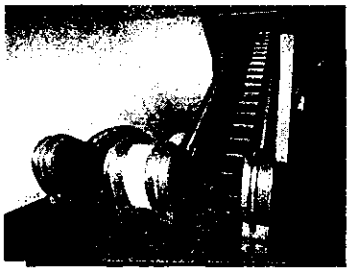
throughout although the upper sections have been covered with a textured covering. Section 5 has an incompatible sixth floor addition.

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 is architecturally significant 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.



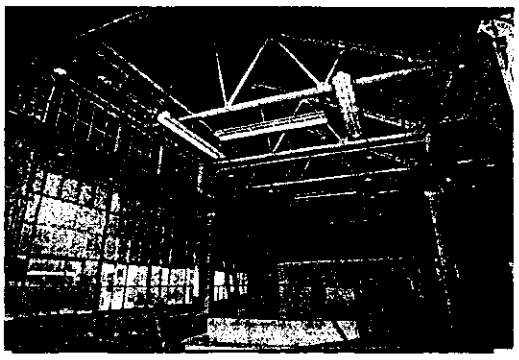
Interior of Section 10

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:



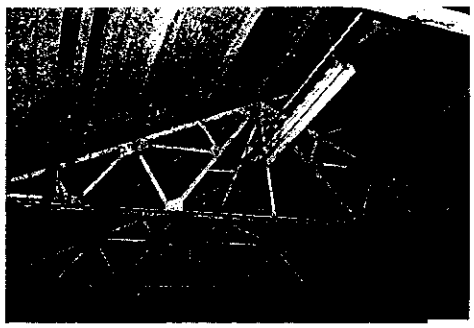
Section 17 – Sawtooth Roof

   a. 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.
   b. 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.
   c. 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.
   d. Skylight. An individual rooftop projection or panel with windows that may be of various forms including gabled, pyramidal, or sloped.
   e. 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.

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 four rows of sawtooth roof truss systems. 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 – Double Sawtooth

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. The addition and alterations detract from the exterior historic character of this building, although some of the alterations are reversible.



North Part of Section 12

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 of this type.

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.

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 is 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

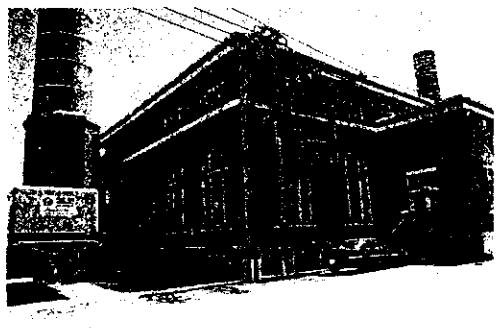
INDUSTRIAL GARAGE

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. 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 conducive to the design of tall, dramatic windows.

Interior of Powerhouse

The powerhouse at Barber-Colman, Section 7, clearly displays classical stylistic features wrapped around the two-part functional interior space. Massive end chimneys definitively distinguish its function. The interior roof truss system is impressive and remaining equipment clearly illustrates its original function making it an architecturally significant structure.

Gate House

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 make it significant.

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Barber-Colman Company Historic District
Rockford, Winnebago County, IL

Barber-Colman Complex

INDUSTRIAL BUILDINGS/COMPLEXES IN ROCKFORD

The oldest industrial district in Rockford is the Central Industrial Area comprised of the original historic Waterpower, and nearby areas to the north, south, and east that accepted early expansion of the district. The Barber-Colman site is located in the south expansion area of the Central Industrial Area. In an extensive report and inventory of Rockford industry entitled, *Geography of Manufacturing in the Rock River Valley* and completed in 1949, four other historic industrial districts are also outlined. They include the Southern Industrial Area around the IC Beltline railroad loop in the southeast quadrant of the city, the South and North Branch Industrial Areas along Kent Creek, both west of the Rock River, and the Northern Industrial Area, just outside the city limits.

An investigation of the 1976 Illinois Historic Structures Survey lists 34 industrial structures of architectural significance in Rockford. All of them are located in one of the areas described in the 1949 industrial study. An on-site search was made to determine which of these were still standing, what historic integrity remains, and how they compare to the industrial structures at the Barber-Colman site. The IHSS structures are listed below according to which of the five industrial areas they fall within. 25 are still standing while nine have been demolished. Also, some of the most historically significant industries are discussed, and an identification of whether any historic buildings that were associated with them are still standing.

CENTRAL INDUSTRIAL AREA

Rockford's industry began in the Waterpower District, the centerpiece of the Central Industrial Area, even through 1949. The first industry to move into the Waterpower in 1853 was the John P. Manny Company, a farm implement manufacturer. In 1949, all six of the city's textile manufacturers were located in the Central Industrial District (five made hosiery) and all industries in the district had been founded in Rockford. Some of these historically significant early industries included the following:

J. H. Manny & Co. Founded by John P. Manny in 1853 in the Waterpower to build reapers. Later became the Emerson Manufacturing Company, then the Emerson-Brantingham Co. Became part of J. I. Case in 1928, one of the largest manufacturers of farm implements in the world and relocated to the South Branch Industrial Area. That plant is now closed, although some historic structures remain in use by a variety of small manufacturing concerns.

D. Forbes & Son. Founded by Duncan Forbes in 1854 in the Waterpower and originally made cast iron grates for fireplaces and sled runners, and later made cast iron stoves. Successor companies include Forest City Foundry, Eagle foundry, Rockford Iron Works, and later, Gunite Foundries which moved to the South Industrial area in 1906. The Gunjite Company still operates in Rockford on a large site in the South Industrial Area.

Whitney Metal Tool Company. Metal punches, shears, and presses. The Whitney Company is the largest company currently operating in the Waterpower district today although its main facility is a non-historic, large metal pole barn. The company may also occupy some of the few scattered historic industrial structures remaining in the south end of the Waterpower. Much of the north end of the historic Waterpower site has been cleared for a park.

George H. Spengler Company. Screw machine products. This is a successor company to the one that launched Howard Colman. No known remaining structures in the Waterpower.

Mechanics Universal Joint Company. Founded in the Waterpower in 1890 and moved to the South Industrial area in 1938. Manufactured joints for the automotive industry. No known remaining structures in the Waterpower.

Nelson Knitting Company. Founded by John Nelson in 1870 to manufacture knitting machines. Successor company made cotton work socks. No known remaining structures in the Waterpower.

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There were sixteen architecturally significant structures in the IHSS survey that were located in the Central Industrial Area including five within the Barber-Colman complex. Since then, four have been demolished and twelve remain.

Rockford Industries. 602-604 S. Main Street. Demolished and the site incorporated into the park at the north end of the Waterpower. This was the only building on the IHSS actually within the site of the old Waterpower district. Of the few scattered historic structures still standing in the south end of the old Waterpower, none appear to be architecturally significant.

Ziock Building/ American Cabinet Hardware Company (Now Amerock). 416 S. Main Street. Ziock made woolen fabric and was located on the top two floors. Other associated companies include: Rockford Mitten and Hosiery Company. Second largest woolen hosiery mill in the country in 1949. Part owned by William Ziock. Closed. BZB Knitting Co. Founded in 1909 by Frank Brown, William Ziock and Wilson Burson to manufacture full fashion women's hosiery. Business closed. Impressive thirteen-story building still standing just north of the Waterpower. A good example of concrete loft construction in fair condition.

Burson Knitting Company. 222 W. Cedar. Now Tapco. Burson manufactured women's hosiery and anklets. Founded by William Burson in 1890. Seven story building a "replica of the American Cabinet building." It was generating half its own power by water in 1949. Business closed. Building still standing just north of the Waterpower. A typical example of concrete loft construction in fair condition but with poor integrity: most windows have been blocked in.

Southeast corner of Wyman and Cedar. Original user unknown. Demolished and the site now incorporated into Davis Festival Park.

GC Electronics Company. East side of Wyman, Cedar to Green. Demolished and the site now incorporated into Davis Festival Park.

International Harvester Company Warehouse. 907 S. Main Street. Still standing just south of the Waterpower. Occupied and in good condition, but altered.

Commercial block. 917 S. Main Street. Still standing just south of the Waterpower. Occupied by offices. In good condition but altered.

Grafcor. 121 W. Loomis. Original user unknown. Still standing just south of the Waterpower. Occupied. Good example of concrete loft construction with architectural detailing.

Barber-Colman. Section 4, a standard mill construction loft, Sections 5 and 13, multi-story, concrete slab construction lofts, and Sections 11 and 7, the Executive Garage and the Powerhouse (combined as one listing). Located just south of the Waterpower.

W. F. and John Barnes Company. 325 (?) S. Madison Street (across the Rock River). Now occupied by Abrasivé Machinery Inc. and Rockford Linear Actuation, Inc. Barnes was founded in 1872 as one of Rockford's earliest machine tool manufacturers, making scroll saws and the jig saw used for the first puzzles exhibited at the 1876 Centennial in Philadelphia. Three-story brick standard mill construction in excellent condition. Rated P (potential landmark) on the IHSS.

315 (?) S. Madison. An addition to 325. Still standing in fair condition, and vacant.

Southwest corner of Oak & Grove at Madison. Original user unknown. Probably demolished for Ingersoll Park.

SOUTH INDUSTRIAL AREA

The South Industrial Area is located on the east side of the Rock River, south of State Street. The oldest part of the district is to the north and east, along Railroad Avenue where furniture factories were built, between 1872 and the 1900s, on the Gilbert Woodruff farm. W.A Brown became the local agent for the Illinois Central in 1880,

which built a spur to the area and then constructed its beltline around cornfields in 1905-1906. Although industry is clustered along certain streets and avenues, particularly 18th and 23rd avenues and backs up to the belt line in many places such as west of Kishwaukee Street, the entire area is by no means entirely industrial. There are many residential streets with housing from the late 19th to early 20th century, and a neighborhood commercial district runs along Broadway. In 1949, this was the most intensive industrial area in Rockford and contained chiefly metal-working and furniture factories. The following two industries were historically significant and their structures were considered architecturally significant on the IHSS survey:

J.L.Clark Manufacturing Company. 23rd Avenue between 5th and 7th streets. Founded on the Waterpower in 1904 with the invention of the Gem Flue Stopper. Makes metal packaging products. Moved to South Industrial Area in 1911. Current structure is a very long, one-story brick building with a five-story clock tower. Still standing, in good condition, and occupied by the same company. Non-historic windows. Noted for its architectural significance in the IHSS.

National Lock Company. 18th Avenue and 7th Street. Founded in 1903 by F. G. Hoglund and P. A. Peterson on the Waterpower. Spawned most other hardware companies in Rockford and was its largest employer in 1949. Business now closed and small companies occupying the structure. Six-story factory with a nine-story clock tower still standing in fair condition but poor integrity due to downsized windows and aluminum siding. Noted for its architectural significance in the IHSS.

Some other historically important industries were located in the South Industrial Area over the years but their exact locations within the district were not identified. They include:
Ekstrom Carlson and Company. Founded in 1904 by C. and S.P. Ekstrom and A. W. Redein to repair and manufacture furniture machinery. Made wood working tools.

Elco Tool and Screw Company. Founded in 1922.

Free Sewing Machine Co. Moved to Rockford in 1890. Made sewing machines.

Greenlee Brothers and Company. Built its own factory at 12th and the Beltline in 1903. Moved to Rockford in 1896 from Chicago. Manufactured wood-working machinery.

Mattison Machine Works. Founded in Beloit by Chris Mattison in 1896 and moved to South Industrial area in 1917, building its own factory.

George D. Roper factory. Founded by George D. Roper on Waterpower in 1888 and moved to South Industrial Area in 1926. Several one and two story buildings.

Sundstrand. Founded by G. David Sundstrand and merged in 1926 with Rockford Tool Co. (founded in 1905 on the Waterpower) and the Rockford Milling Machine Co. (founded in 1910 by Sundstrand). Harrison Street.

Union Furniture Company. Founded by P.A. Peterson in 1876. First to locate a new factory there in 1888 after its old one in the Waterpower burned.

Weiman Company. Largest furniture factory in Rockford in 1949.

There were fifteen industrial structures included in the IHSS survey for their architectural significance in the South Industrial Area. Of these, four have been demolished and eleven are still standing. Two were discussed above as both historically and architecturally significant. The other architecturally significant structures include the following:

1133 Railroad Avenue. Location of Forest City Furniture Company. Three-story standard mill construction. Demolished.

The Carpenters Place. 1149 Railroad Avenue. Original user unknown. Two-story standard mill construction still standing in fair condition.

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1311 Railroad Avenue. Home of Rockford Chair and Furniture Company, Plant A. Four-story standard mill construction still standing. In fair condition with all window boarded up or blocked in with corrugated metal.

Benson Stone Company. 1100 E. Eleventh Street. Original home of the Rockford Standard Furniture Company. Four-story loft still standing in good condition. Poor integrity with historic façade completely obscured by incompatible modernizations.

Southwest corner 18th Avenue and 9th Street. Location of Union Furniture Company. Three-story loft still standing in fair condition and occupied.

South Side 18th Avenue, 10th Street to Parmele. Originally Thayer Action Company. Was a three-story loft but most of it has been demolished except for a small section taken down to one-story.

Southeast corner 18th Avenue and 13th Street. Four-story loft demolished.

Southwest corner 18th Avenue and 13th Street. Both the southeast and southwest corners housed a sewing machine company whose name changed over the years from Illinois Sewing Machine to Free Sewing Machine Company. Two-story loft demolished.

Northwest corner 18th Avenue and 14th Street. Original user unknown. Two-story loft built in 1927. Good condition but poor integrity due to non-historic replacement windows.

Machinist Tool Company. 1936 11th Street. Original user unknown. Once housed Rockford Peerless Furniture Company. Three-story brick loft still standing. Good condition.

Ashar Tool Company. 1916 11th Street. Originally Rockford Cabinet Company, built 1916, on name plate. Four-story loft in good condition, with distinctive architectural detailing.

Testor Chemical Company. North side of Buckbee, west of Kishwaukee Street. Rambling one-story buildings not architecturally distinctive. IHSS noted a small house that could not be found. This was once the site of the H. W. Buckbee Seed House with a greenhouse across the street.

Reg Ellen Machine Tool Company. 2139 Kishwaukee Street. Original user unknown. One-story factory-type with central monitor still standing but with inappropriate modernizations.

SOUTH BRANCH INDUSTRIAL AREA

Separated from the Waterpower district by railroad switchyards and a warehouse district, it lies along the broad, shallow valley of the South Branch of Kent Creek. The northern boundary is Preston Street and the southern boundary is the IC and CNW railroad tracks. The most historically significant industrial company in this district was the J. I. Case Company. Two structures were noted in the IHSS for their architectural significance, but only one is still standing.

J. I. Case Company. Main offices in Racine, Wisconsin. Purchased the Emerson-Brantingham Company (which had been located in the Waterpower) in 1928. Farm implements including plows, drills, harrows, planters, mowers, rakes, combines and cultivators. It had a large, fenced 50 acre site with low factory buildings sprawling over 30 acres. The company has closed and the remaining structures are occupied by a variety of small industrial concerns. The IHSS noted a three-story loft on the southwest corner of Preston and Independence, which is no longer standing. However we noted a long, three-story loft with Prairie detailing that appeared architecturally significant, as well as a factory with a double sawtooth roof on Tay Street in the same vicinity. Despite a few interesting industrial structures on the site, this assemblage does not compare in interest, variety of industrial types, nor integrity to the grouping at Barber-Colman.

Main Pumping Station. 525 Stanley. In good condition, but some windows boarded up.

714 South Street. (incorrectly identified as Curve Street on the IHSS survey). Two-story loft building still standing in good condition. Rehabilitated and occupied by small businesses.

NORTH BRANCH INDUSTRIAL AREA

Served by Milwaukee Road spur tracks along the creek. Interspersed among residential buildings. No historically or architecturally significant buildings are located in this area.

NORTHERN INDUSTRIAL AREA

A mile long strip of industrial area just outside the northern city limits near the Rockford Country Club. One structure here was listed on the IHSS survey and it is still standing.

Ingersoll Milling Machine Company. Willoughby and Douglas streets. Founded in Cleveland in 1885; moved to Rockford in 1891; closed its US operations, including those in Rockford in 2003. Manufactured large machine tools. Large industrial complex with a variety of structures. Two-story loft structure noted as architecturally significant by the IHSS. In good condition, but some non-historic replacement windows. A few other interesting industrial types are on the site, including a tall factory structure with a double-sawtooth roof and a lower factory with a series of sawtooth roofs. Now the location of EIGERlab, a consortium of universities, industries, and governments working to develop modern manufacturing technologies.

CONCLUSION

The Barber-Colman Company Historic District has an exceptional collection of industrial structures built over a 50-year time period. Beginning in 1907, 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. Some of them have dramatic interior spaces or other interesting features. 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. 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. Although there are individually significant industrial structures still standing in other parts of Rockford, nowhere else is there a collection so representative, in such a dense grouping. The Barber-Colman Company Historic District is architecturally and historically significant, and eminently worthy of historic preservation efforts by the city and state.

Barber-Colman Company Historic District
Rockford, Winnebago County, IL

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Rockford, Winnebago County, IL

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Barber-Colman Company Historic District
Rockford, Winnebago County, IL

VERBAL BOUNDARY DESCRIPTION

The northern boundary is the south side of Loomis Street from Rock Street to the railroad tracks. The eastern boundary is the west side of the former Illinois Central railroad right of way from Loomis Street to the Rock River. The southern boundary is the extension of Knowlton Street east from Rock Street to the Rock River. The western boundary is Rock Street from Knowlton to Loomis streets.

VERBAL BOUNDARY JUSTIFICATION

The boundary of the Barber-Colman Company Historic District completely encompasses all the Barber-Colman Company industrial structures still standing. Although the Company owned additional parcels west of Rock Street, they were primarily used for parking and are all now vacant.

Barber-Colman Company Historic District
Rockford, Winnebago County, IL

PHOTOGRAPH LIST
Photographer: Victoria Granacki
May 2005
Negatives located at:
City of Rockford, Community Development Department
425 E. State Street, Rockford, Illinois

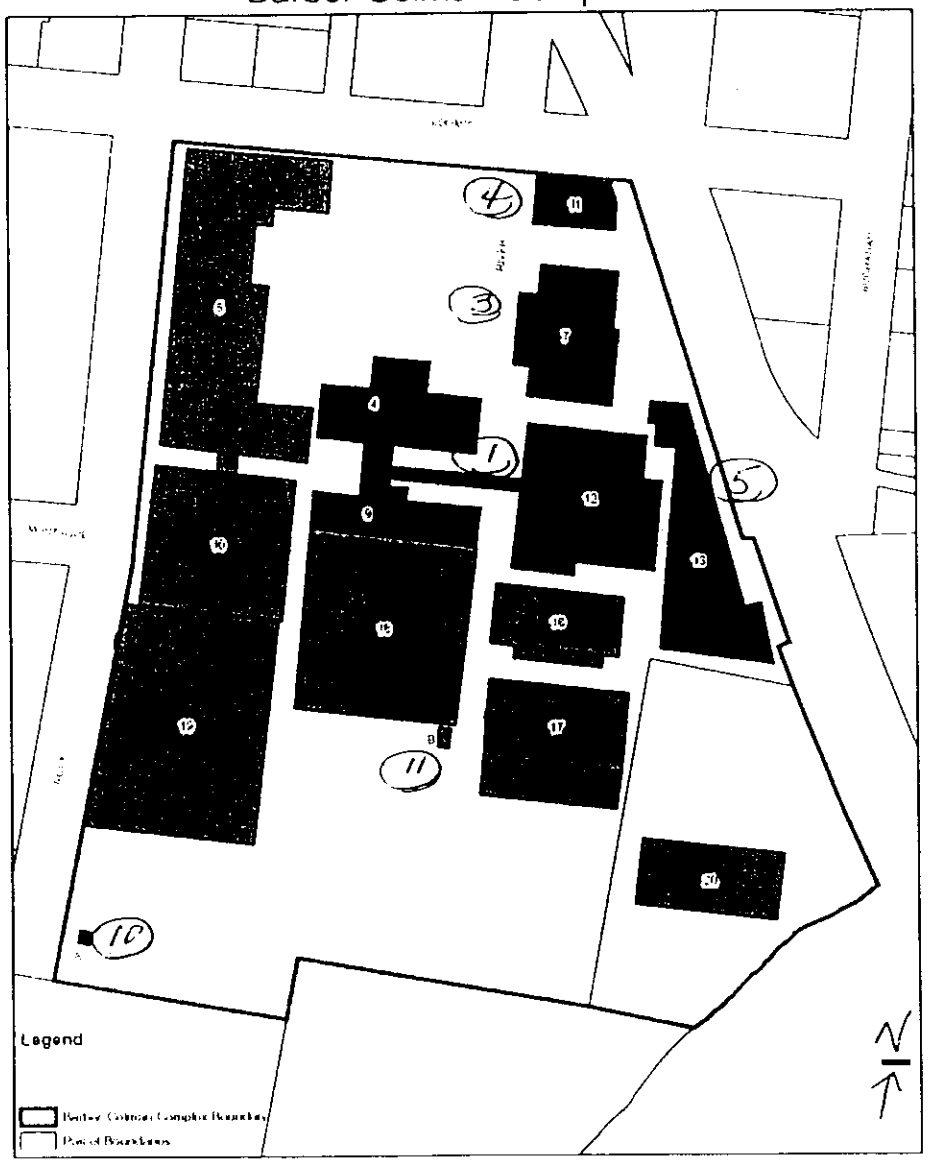
1. Section 4, exterior, view southeast
2. Section 4, interior – standard mill construction
3. Section 5, exterior, view southeast
4. Section 5, interior – beam and girder
5. Section 7, exterior, view east
6. Section 9, exterior, view east
7. Section 11, exterior, view northeast
8. Section 12, exterior – north part, view southeast
9. Section 12, exterior – south part, view northeast
10. Section 12, interior
11. Section 13, exterior, view south
12. Section 13, interior – flat slab construction
13. Section 17, exterior, view northeast
14. Gatehouse A, view northeast

Barber-Colman Company Historic District
Rockford, Winnebago County, Illinois

Contributing Resources

1. Sections 4, 9, 12
2. Sections 5, 10, 19
3. Section 7
4. Section 11
5. Section 13
6. Section 16
7. Section 17
8. Section 18
9. Section 20
10. Gatehouse A
11. Gatehouse B

Barber-Colman Complex



Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Voice (217) 782-4836 • Teletypewriter Only (217) 524-7128

www.illinois-history.gov

MEMORANDUM

TO: Mayor Lawrence J. Morrissey, City of Rockford
Virginia Gregory, Rockford Historic Preservation Commission

FROM: Tracey A. Sculle, Survey and National Register Coordinator TAS

DATE: April 18, 2006

SUBJECT: Preliminary Opinion of Barber-Colman Company Historic District, Rockford

The Barber-Colman Company Historic District located at the southeast corner of Loomis and Rock Streets meets National Register Criterion A for industry and invention and Criterion C for architecture and engineering. The period of significance is between 1907, when the first extant building was constructed, to 1952, when production shifted away from the site. This locally significant district encompasses what was one of Rockford's largest machine tools design and manufacturing companies. The industrial machines and machine parts developed and produced at this location had an important impact on the development of many products across the nation, such textiles; industrial production of gears for typewriters, cars, trucks, tractors and airplanes; control equipment in the chemical, metalworking and plastic industries; and small motors used in copy machines, tape players, vending machines and small electrical appliances. While the company eventually owned factories and distribution centers throughout the United States, its headquarters was located at this site in Rockford until 1982. The company was a leading employer in Rockford for decades.

Additionally, the Barber-Colman Company Historic District contains an excellent concentration of industrial building types that illustrate the evolution of 20th century industrial architecture. Three principal types of loft construction are represented within the district: standard mill, beam and girder reinforced concrete, and flat slab reinforced concrete construction. The district also has a variety of different and dramatic roof truss systems.

Over the years, there have been some alterations to the buildings within the district, most of which occurred within the period of significance. The industrial buildings, as a whole, retain a great deal of original integrity and clearly convey both the historic and architectural importance of the historic district. It is my opinion that the Barber-Colman Company Historic District is a excellent for inclusion in the National Register of Historic Places.

CITY OF ROCKFORD, ILLINOIS

OFFICE OF THE MAYOR
425 EAST STATE STREET
61104

LAWRENCE J. MORRISSEY
MAYOR

May 16, 2006

Theodore W. Hild
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701-1512

Dear Mr. Hild:

Thank you for the opportunity to comment on the nomination of the Barber-Colman Company Historic District to the National Register of Historic Places. Please convey to the members of the Illinois Historic Sites Advisory Council my support for this nomination. As someone who has made use of the federal historic preservation tax credits in the past, I am very much aware of the positive role that National Register designation can play in the redevelopment of historic properties.

As the nomination form indicates, this site and the buildings on it played a significant role in Rockford's evolution as a major manufacturing center. The company's founder, Howard Colman, exemplified the innovative spirit common among local manufacturers during the first half of the 20th century. Combining these factors with the architectural character and integrity of the buildings leads to the conclusion that this site would qualify for listing on the National Register.

The City of Rockford purchased the Barber-Colman complex about four years ago and has been working to find a way to redevelop the site ever since. As part of this process, a substantial environmental review of the site and buildings has been carried out. Thus far, this has resulted in the demolition of two buildings last year that were too contaminated to be salvaged. The possibility remains that further demolition may be required, either for environmental reasons or to make redevelopment of the overall site feasible. However, we feel strongly that viable uses can be found for most of these buildings. Listing on the National Register will be critical to their redevelopment.

Again, thank you for the opportunity to comment on the nomination of the Barber-Colman Company Historic District to the National Register of Historic Places. It is a designation well earned and that could make a major difference in the future of the buildings there.

Very truly yours,

Lawrence J. Morrissey
Mayor
City of Rockford, Illinois

LJM/gg/jls

cc: Ginny Gregory, Rockford Historic Preservation Commission

May 10, 2006

Tracey Sculle, Survey and National Register Coordinator
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701-1512

Dear Ms. Sculle:

Following a public hearing on the matter last night, the Rockford Historic Preservation Commission voted unanimously to recommend that the nomination of the Barber-Colman Company Historic District be approved. Their reasoning was as follows:

- Under Criterion A (Industry and Invention): The Barber-Colman Company is locally significant as one of Rockford's largest machine tool design and manufacturing companies. This is especially important in light of the major role manufacturing in general and machine tool industries in particular have played in this City's economy. Equally significant were the facts that company founder Howard Colman was personally responsible for 149 US patents while the company's Experimental Department held a similarly impressive record of invention and innovation while based at this location.
- Under Criterion C (Architecture and Engineering): The District contains an excellent concentration of industrial building types that illustrate the evolution of 20th century industrial architecture. The nomination form clearly defines several types of industrial architecture, all of which can be found in this District. These range from the earliest buildings constructed with a framework of heavy wood columns and beams to factory structures with rows of structural columns supporting steel roof trusses, allowing for wide open floor spaces and high ceilings.

Overall, the buildings remaining on the site retain the integrity of their original design and clearly convey both the historic and architectural importance of the District.

Please submit the Commission's comments to the Illinois Historic Sites Advisory Council for their consideration when they review this next month.

Sincerely,

Ginny Gregory
Commission Secretary

cc: Mayor Lawrence J. Morrissey

425 East State Street, Rockford, Illinois 61104 815-987-5600 Fax: 967-6933

Deerpath Hill Estates Historic District,
Roughly bounded by Northcliffe Way, King Muir Rd. and Waukegan Rd.,
Lake Forest, 06000676,
LISTED, 8/07/06
(Deerpath Hill Estates:an English Garden Development in Lake Forest, Illinois MPS)

ILLINOIS, LEE COUNTY,
Lowell Park,
2114 Lowell Park Rd.,
Dixon, 06000680,
LISTED, 8/08/06
(Dixon Parks MPS)

ILLINOIS, PIKE COUNTY,
Church of Christ,
102 Main St.,
Perry, 06000675,
LISTED, 8/08/06

ILLINOIS, WINNEBAGO COUNTY,
Barber–Colman Company Historic District,
100 Loomis, 1202-1322 (even) Rock St.,
Rockford, 06000674,
LISTED, 8/08/06

IOWA, DUBUQUE COUNTY,
Security Building,
800 Main St.,
Dubuque, 06000681,
LISTED, 8/08/06
(Dubuque, Iowa MPS)

LOUISIANA, EAST BATON ROUGE PARISH,
Knox Building,
447 Third St.,
Baton Rouge, 06000684,
LISTED, 8/08/06

LOUISIANA, EAST BATON ROUGE PARISH,
Kress Building,