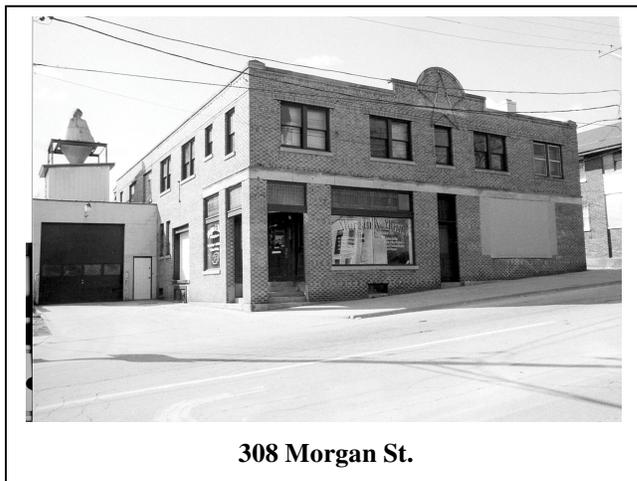


STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING
1100		BUCHANAN	Industrial - Factory	1950s	C	C
1117		BUCHANAN	Industrial - Pole Barn	c. 1950s	NC	NC
1202		BUCHANAN	Industrial - Pole Barn	1970s	NC	NC
1205		BUCHANAN	Industrial - Garage	1940s	NC	C
1210		BUCHANAN	Industrial - Garage	1919	C	C
1218		BUCHANAN	Industrial - Pole Barn	1960s	NC	NC
1222		BUCHANAN	Industrial - Pole Barn	1992	NC	NC
201		KENT	Vacant			
210		KENT	Vacant			
		KENT	Vacant			
312						
314		KENT	Vacant			
211		KNOWLTON	Vacant			
311		KNOWLTON	Italianate	c. 1870	C	C
100		LANE	Landscape - municipal park		NC	NC
206		LANE	I-House	c. 1865	NC	C
210		LANE	Vacant			
214		LANE	Vacant			
218		LANE	Upright and Wing	c. 1870s	NC	C
102		LOOMIS	Industrial - Garage	1926-27	S	C
121		LOOMIS	Industrial - Loft	1919	S	C
1XX		LOOMIS	Vacant			
212		LOOMIS	Vacant			
221		LOOMIS	Industrial - Storage/garage	c. 1920	C	C
313		LOOMIS	Gabled Ell	c. 1885	C	C
908	S	MAIN	Parking Lot			
915	S	MAIN	Vacant			
917	S	MAIN	Two Part Commercial Block	c. 1910	C	C
1000	S	MAIN	Parking Lot			
1001	S	MAIN	One Part Commercial Block	c. 1950	NC	C
1003-1005	S	MAIN	Two Part Commercial Block	1995	NC	NC
1005	S	MAIN	Vacant			
1007-1009	S	MAIN	Two Part Commercial Block	1920	C	C
1008	S	MAIN	Parking Lot			
1010	S	MAIN	Two Part Commercial Block	1926	C	C
1011	S	MAIN	Parking Lot			
1012	S	MAIN	Two Part Commercial Block	1993	NC	NC
1014	S	MAIN	Two Part Commercial Block	1993	NC	NC
1016	S	MAIN	Two Part Commercial Block	c. 1900	C	C
1018	S	MAIN	Two Part Commercial Block	c. 1920	C	C
1019	S	MAIN	One Part Commercial Block	c. 1900	NC	NC
1020	S	MAIN	Two Part Commercial Block	1908	C	C
1021	S	MAIN	Two Part Commercial Block	1915	C	C
1025-1029	S	MAIN	Two Part Commercial Block	1910	C	C
1026	S	MAIN	Parking Lot			
1028	S	MAIN	Vacant			
1030-1032	S	MAIN	Two Part Commercial Block	1898	C	C

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING
1101-1103	S	MAIN	Gas Station	1939	NC	NC
1102-1104	S	MAIN	Parking Lot			
1108	S	MAIN	Two Part Commercial Block	c. 1910	NC	NC
1112	S	MAIN	Two Part Commercial Block	c. 1915	NC	C
1115	S	MAIN	Italianate	1857	S	C
1118	S	MAIN	One Part Commercial Block	1949	NC	NC
1122	S	MAIN	Theater/Spanish Baroque	1928	C	C
1128	S	MAIN	Two Part Commercial Block	1918	C	C
1129	S	MAIN	Upright and Wing	c. 1855	C	C
1204	S	MAIN	Vacant			
1207	S	MAIN	Strip Mall	1990s	NC	NC
1208	S	MAIN	Vacant			
1213	S	MAIN	Victorian Gothic Revival	c. 1885	C	C
1215	S	MAIN	Tudor Revival	c. 1930	C	C
1222	S	MAIN	Vacant			
1223	S	MAIN	Gable Front	c. 1910	C	C
1224	S	MAIN	Vacant			
1225	S	MAIN	Gable Front	c. 1910	NC	NC
1227	S	MAIN	Garage addition	c. 1964		
1231	S	MAIN	Gas Station/Art Moderne	1942	C	C
1234	S	MAIN	Vacant			
12XX	S	MAIN	Vacant			
12XX	S	MAIN	Vacant			
1303	S	MAIN	Gas Station	1950s	NC	NC
1304	S	MAIN	Vacant			
1306	S	MAIN	Vacant			
1316	S	MAIN	Vacant			
1320	S	MAIN	Vacant			
1321	S	MAIN	Art Deco	1952	C	C
1323-1325	S	MAIN	Upright and Wing	c. 1870	C	C
1326	S	MAIN	Vacant			
1334	S	MAIN	Vacant			
1403	S	MAIN	No Style	c. 1875	NC	C
1409	S	MAIN	Vacant			
1413	S	MAIN	Colonial Revival	c. 1930	C	C
1414	S	MAIN	Freestanding	c. 2001	NC	NC
1421	S	MAIN	Gable Front Cottage	c. 1880	NC	C
1425	S	MAIN	Gable Front Cottage	c. 1880	NC	C
1426	S	MAIN	Parking Lot			
1427	S	MAIN	Gable Front	c. 1870	NC	C
1429	S	MAIN	L-Form	c. 1870	C	C
1435	S	MAIN	Upright and Wing	c. 1870	NC	C
1437	S	MAIN	Queen Anne	c. 1880	C	C
1441	S	MAIN	Two Part Commercial Block	c. 1900	C	C
1504	S	MAIN	T-Plan	c. 1880	NC	NC
1505	S	MAIN	Freestanding/Institutional	1968	NC	NC
1510	S	MAIN	Gable Front	c. 1890	C	C
1514	S	MAIN	Upright and Wing (altered)	1870	NC	NC
1516	S	MAIN	Queen Anne	c. 1900	NC	C
1520	S	MAIN	Fire Station/International Style	1954	C	C
1521	S	MAIN	No style	c. 1900	NC	NC

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING
1525	S	MAIN	L-Form	c. 1900	C	C
1531	S	MAIN	T-Plan	c. 1885	C	C
1536	S	MAIN	Freestanding	1990	NC	NC
220		MONTAGUE	Vacant			
129		MORGAN	Industrial - Factory; Two Part Commercial Block	c. 1910	C	C
149		MORGAN	Industrial/Art Moderne	c. 1935	NC	C
154		MORGAN	Industrial	c. 1915	NC	C
158		MORGAN	Industrial - Storage	c. 1925	NC	C
175		MORGAN	Garage	1930	C	C
178		MORGAN	Gas Station	1925	C	C
181		MORGAN	Vacant			
1XX		MORGAN	Vacant			
1XX		MORGAN	Vacant			
203		MORGAN	Garage	1928	C	C
204		MORGAN	Vacant			
208		MORGAN	Vacant			
210		MORGAN	Vacant			
214		MORGAN	Vacant			
2XX		MORGAN	Vacant			
308		MORGAN	Two Part Commercial Block	c. 1910	S	C
		RAILROAD	Vacant			
1129		RIVER	Industrial - Loft	c. 1900	C	C
1000		ROCK	Industrial - Storage	c. 1925	NC	C
1025		ROCK	Industrial	c. 1940	NC	NC
1109		ROCK	Industrial - Storage	c. 1925	NC	NC
1110		ROCK	Hall and Parlor	c. 1860	NC	C
1112		ROCK	Two Part Commercial Block	c. 1920	NC	C
1113		ROCK	Vacant			
1117		ROCK	Vacant			
1121		ROCK	Vacant			
1122		ROCK	No style	c. 1910	C	C
1123-1127		ROCK	Garage	1965	NC	NC
1124		ROCK	Gabled Ell	c. 1885	C	C
1127		ROCK	Vacant			
1128		ROCK	Vacant			
11XX		ROCK	Vacant			
1202		ROCK	Industrial - Loft	1907-08	C	C
1204		ROCK	Industrial - Loft	1907	S	C
1206		ROCK	Industrial - Power house	1910	S	C
1235		ROCK	Vacant			
1302		ROCK	Industrial - Loft	1948	C	C
1302A		ROCK	Industrial - Gate House	c. 1925	S	C
1302B		ROCK	Industrial	c. 1920	C	C

STREET NO.		STREET	ARCHITECTURAL STYLE/TYPE	DATE	LOCAL RATING	NR DISTRICT RATING
1304		ROCK	Industrial - Loft	1915	S	C
1306		ROCK	Industrial - Loft/Factory	1918	S	C
1308		ROCK	Industrial - Loft	1923	S	C
1310		ROCK	Industrial - Factory	1940	C	C
1312		ROCK	Industrial - Garage	c. 1940	C	C
1316		ROCK	Industrial - Factory	1941	C	C
1318		ROCK	Industrial - Factory	1936	C	C
1322		ROCK	Industrial - Storage	c. 1940	C	C
1329		ROCK	Vacant			
1517		ROCK	Vacant			
1519		ROCK	No style		NC	NC
309		SALTER	Gabled Ell	c. 1880	C	C



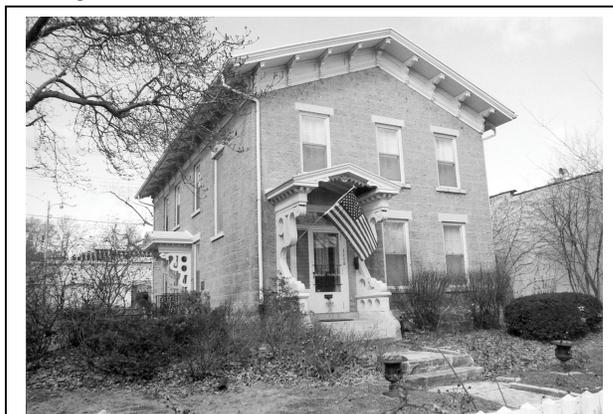
**308 Morgan St.**

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

historic siding materials over the original material.

Although most of the historic storefront structures existing today were built during the early years of plant building at Barber-Colman, it appears more likely that the business district developed to serve the surrounding residential neighborhood. An early horse-drawn streetcar line ran on South Main starting at Montague Street to State Street and across the river to Kishwaukee beginning in 1881 [Nelson, p129]. This

may have been the initial impetus for the development of a business district in this part of South Rockford, and the growing workforce at the Barber-Colman plant a few blocks away after 1900 helped support local businesses.



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

## RESIDENTIAL BUILDING TYPES

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

There are seven residential structures that have been classified within a recognized architectural style. They include Italianate (two), Queen Anne (two) Colonial Revival (one), Tudor Revival (one) and Victorian Gothic Revival (one). Only one of these, the Graham-Ginestra house at 1115 S. Main Street is rated architecturally significant and it is currently listed on the National Register of Historic Place. An Italianate style brick home built in 1857, it has scrolled brackets in the eaves and a distinctive front entry porch with gable roof and exaggerated scrolled support brackets.

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

## **OTHER**

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

## **CONCLUSION**

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

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

This report recommends that the Barber-Colman industrial complex be considered for listing as a historic district on the National Register of Historic Places under Criterion A, history and Criterion C, architecture.

Of the fifteen industrial structures still standing within the area bounded by Loomis Street on the north, Rock Street on the west, Knowlton Street on the south, and the railroad tracks on the east, seven have been rated architecturally significant. All the others would strongly contribute to the character of a historic district. Some of them have dramatic interior spaces or other interesting features despite alterations that mar their historic exteriors. Such a rich collection tells the story not only of perhaps Rockford's most historically important manufacturer, but also illustrates the evolution of industrial design in this country in the first half of the 20<sup>th</sup> century. It is an exceptional combination, and one eminently worthy of historic preservation efforts by the city and state.

