



United States Department of the Interior
National Park Service

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Ford Motor Company Brooklyn Plant

Other names/site number: Jackson Tool

Name of related multiple property listing:

NA

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

2. Location

Street & number: 221 Mill Street

City or town: Brooklyn State: MI County: Jackson

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B C D

	<u>11/22/16</u>
Signature of certifying official/Title:	Date
<u>MI SHPO</u>	
State or Federal agency/bureau or Tribal Government	

Ford Motor Company-Brooklyn Plant
Name of Property

Jackson-Michigan
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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:)

Patrick Andrew
Signature of the Keeper

1/12/2017
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>2</u>	<u>0</u>	sites
<u>9</u>	<u>0</u>	structures
<u>1</u>	<u>0</u>	objects
<u>13</u>	<u>0</u>	Total

Structures: earthen dike, concrete dam/spillway, bridge over dam, flume, rock lining along river south of Mill Street, rock lining along river north of Mill Street, fieldstone wall north of Mill Street, Mill Street Bridge over river, drive encircling plant.

Sites: plant site south of Mill Street, site north of Mill Street.

Objects: flag pole.

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

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INDUSTRY/PROCESSING/EXTRACTION/ manufacturing facility

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: Concrete

Exterior Walls: Brick, Stone accents, Glass, Metal (Steel)

Roofing: Modified Built up, steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Ford Motor Company Brooklyn Plant is comprised of a factory, dam and spillway complex located on a 10.91-acre site northeast of downtown Brooklyn in south central Michigan. The nominated parcel, located with its west edge one block east of state highway M-50, has a shape roughly in the form of an upside down T. The complex centers on the factory itself, built in 1939 and expanded in 1954 and 1963. It backs up on its south side to a Mill Pond, much of which is located within the nominated property. The south part of the parcel is Mill Pond created by damming this section of the River Raisin, which runs southeast-northwest in this area. The factory building stands with its back to an earthen dike that backs up the millpond. A concrete dam with its spillway is located toward the west end of the dike next to the building's southwest corner. The River Raisin continues north, going under Mill Street and then along the west edge of the northern arm of the property. The two-story tall brick and metal factory building has a

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complex footprint and faces north on Mill Street which runs east-west through the property. Spanning the river on Mill Street is the Mill Street/South Branch River Raisin Bridge. The three-span arched culvert, faced in fieldstone abutments, is already listed in the National Register. The factory stands in grounds landscaped with lawn and a drive that curves around the plant's east, south, and west sides. A former parking area forming the shaft of the T north of Mill Street is now a grassy lawn edged by trees.

Narrative Description

The property is accessed from Mill Street. West of the River Raisin a Y-intersection off Mill Street's south side near the west edge of the property leads into a narrow asphalt paved, concrete-curbed driveway that runs south and then curves gently east, a low embankment along its northeast side. The drive runs east along the top of the pond's earthen dike. It continues eastward, crossing over the concrete dam and spillway on a concrete bridge and then along the south side of the factory building before looping gently back north to Mill Street east of the building. The driveway forms an oval around the central part of the property containing the plant itself. Decorative concrete light posts, once topped with tall glass globes (only one posts retains its globe) are spaced regularly along the entire oval drive. The drive widens out along the building's south side to form a small asphalt parking lot and loading area. Large grassy lawns are located inside and around the oval created by the driveway to both the east and west. The lawn has a slight slope upward from Mill Street until it reaches the pond embankment when the slope becomes quite steep. The grounds around the plant display a scattering of trees, with a small number of larger trees near the pond. A second shorter circular asphalt paved driveway with a grass island is located between Mill Street and the north side of the building. There is a tall metal flagpole in the center of the island.

The concrete dam and spillway are attached to a concrete retaining wall that runs along the west side of the factory building. Both the dam and spillway are thirty-five feet wide. An enclosed concrete flume to provide water for the turbines and to serve flood control purposes passes through the dike just east of the dam, and its concrete walled entry extends out into the pond. The top of the spillway runs beneath a simple concrete driveway bridge with metal pipe railings. Water flows from the pond down the spillway, which is comprised of two tiers of concrete falls for an overall drop of about seventeen feet between the pond and the river channel. The spillway is flanked by tall concrete walls. The west wall follows the slope of the pond embankment and lawn. It extends further north than the east wall, which forms part of the base of the factory building and steps down with the spillway levels. East of the spillway there is a concrete platform, with metal pipe railing, at ground level between the southwest corner of the factory and the river. The water that flows through the turbines stays in an underground tunnel race that reconnects with the river north of Mill Street.

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The river channel curves slightly westward as it winds its way north toward the Mill Street Bridge. The sloped banks of the river retain remnants of the fieldstone lining installed by Ford in 1939. Other areas of the banks are overgrown.

Mill Street runs east-west to the north of the factory building and separates the southern portion of the property from the north arm. The north arm is comprised of about 1.4 acres and is bounded on the west by the River Raisin. It extends about five hundred feet north of Mill Street and is a gently sloping grassy field edged by large deciduous trees. It served as parking lot when the plant was in operation. There are two wood light poles in the center of the field and the remains of a small gravel entrance drive off Mill Street. The river north of the Mill Street Bridge for a short distance also retains remnants of fieldstone lining on both sides (the east bank is within the nominated property; the boundary extends to the middle of the river). The nominated property also includes three-quarters of the already National Register-listed Mill Street Bridge, since the boundaries of the nominated property run along the centerline of Mill Street west of the River Raisin (from the centerline south) and in the center of the river north from the centerline of Mill Street (from the river's center east). Just east of the bridge a flat-topped fieldstone wall runs in an irregular course northeastward to edge the level ground above the steep slope down to the river adjacent to the former parking area.

The original building in the factory complex is a two-story tall flat-roof red brick building that was constructed against the north side of the mill pond dike/embankment in 1939. It has a rectangular footprint that runs east-west, parallel to the edge of the pond. Along the south side fronting on the embankment the 1939 building has a one-story height, while the downstream north side is two stories in height. A one-story tall 1954 addition extends to the north across nearly the entire north façade of the original building. Its rectangular footprint is about twice as deep as the original building. A one-story tall 1963 addition, also with a rectangular footprint, extends to the east from the 1954 addition. It is neither as long nor as deep as the 1954 building. A small metal-sided addition was added to the east end of the original building at the same time.

The building's north façade facing Mill Street consists of the of the 1954 addition with the 1963 addition extending to the east in front of the original two-story tall 1939 factory building that rises a story above the newer parts. The 1954 portion of the building has an orange/red brick base that is about seven feet tall. The brickwork is capped by a band of limestone that serves as the sill for the windows above, which form a continuous band across the building's front and ends except for two large garage door entrances (one boarded up) and a single pedestrian one in the front. The windows rise about the same height as the brick base and are multi-light metal windows separated by vertical mullions. Each section of window contains two four-light sections stacked below a two-light section at the top. A band of vertical metal siding with metal coping at the top runs across the top of the building. The 1954 building's flat roof is supported by a crosswise system of metal trusses constructed of metal angles.

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The north front of the 1963 addition extending to the east is set back about fifteen feet from the north face of the 1954 addition. It is almost as wide as the 1954 addition and is clad in vertical metal siding. There is a set of three metal industrial sliding doors at the west end of the elevation and a small fixed single pane window at the east end.

Behind the 1954 addition the second story of the original 1939 building is visible. The 1939 building has walls clad in orange red brick, with limestone trim. In form it has a long and narrow rectangular main section running east-west, and a short, slightly narrower and lower extension, with angled corners, at the west end that housed the turbines. In the main section the east and west end bays on both sides project slightly forward in the exposed second story and feature broad shallow end piers capped by a broad stepped limestone parapet. Each bay's piers frame a single deeply inset opening, those on the south/pond side containing doors and those on the north side filled with original glass block. The wide center section of the building on each long side façade is dominated by a wide continuous window opening with a limestone sill. It contains aluminum and glass replacement windows that are close in design to the original metal framed windows. Although the north front's lower level is not visible from the exterior, the opening is two stories tall and the bottom half is visible within the interior of the 1954 addition. The top three courses of the brick parapet wall project slightly and feature a middle course of sawtooth brickwork sandwiched between courses of alternating headers and stretchers. The wall is capped by two bands of limestone that step back from the edge of the wall. Rising prominently about sixty feet above the roofline near the west end of this main section is a tall octagonal brick chimney with limestone detailing and caps. The top portion of the chimney, perhaps one-quarter of the full height, steps in and has a limestone band in the center and an angled limestone band at the top. The 1939 building is capped by a very low gable roof supported on Pratt trusses formed a steel angles.

To the west of this main section of the building, and set back slightly from its north and south facades, is a slightly lower two-story tall wing that contained the hydroelectric plant. The wing's northwest and southwest corners are angled at forty-five degrees. The lower walls are clad in concrete up to the sills of the first floor window openings. These contain aluminum-frame fixed windows with metal panel transoms. Brick piers form the corners at the angled section of the wall and frame the window openings. There is a thick concrete band at the lintel level of the first floor windows. Above in the second story, rising above a low brick bulkhead and limestone sill, are large continuous windows spanning the length of the wing's facades on the north, south, and west. The windows are newer aluminum frame ones. The top three courses of the brick parapet wall project slightly and are finished with a course of sawtooth brickwork as in the building's main section. The parapet cap displays two bands of limestone that step back.

The building's 1954 addition projects from the north front of the original 1939 section. It fronts the entire 1939 building except the west hydroelectric plant extension and projects forward/north toward Mill Street about twice the depth of the 1939 building. It has a tall brick base capped by a limestone sill for the wide band of windows that runs across the entire elevation. The windows

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are separated by vertical mullions and each contains two sections of four panes stacked below a two pane section at the top of the opening. The parapet wall is clad in vertical metal siding with metal coping. There is a small window opening at the south end, near the original building. The west wall of the original two-story building creates the east wall of the spillway. The base of the wall up to the first floor window sills is of concrete. The tall window opening contains a pair of windows comprised of two fixed panes with a transom above. The windows are framed in aluminum and the transom contains a metal panel. The south half of the first floor is solid brick with the exception of a wide concrete pier at the south edge and two small arched openings near the bottom of the wall that contain multi-pane windows. The openings have heavy metal frames with pins that may have originally supported metal doors that could cover the windows in the event of high water. A wide concrete band runs horizontally across the elevation above the first floor window lintel line. There is a horizontal band of brick at the base of the second floor that is capped by limestone trim creating the sill line of the large second floor window opening that continues from the angled corner at the north edge to the corner of the south edge. The opening is filled with newer aluminum framed windows. The opening has a limestone lintel. The top three courses of the brick parapet wall project slightly and feature a course of brick set with projecting corners sandwiched by two horizontal courses. The top of the wall is capped by two bands of limestone that step back.

The south elevation of the original building faces the millpond. An asphalt paved driveway runs between the building and the grassy bank of the pond. Because the building is built into the slope the south elevation is one story tall. On the west end the control room wing is set back slightly from the main wall. There is a narrow band of concrete at the foundation level and the brick base with limestone sill for the large opening that continues from around the corner. The top three courses of the brick wall above the window opening project slightly and feature a course of brick set with projecting corners sandwiched by two horizontal courses. The wall is capped by a limestone band that steps back. The main wall of the building is similar to the north elevation. A concrete band runs across the elevation at the foundation level. The two sides of the end bays have brick piers with limestone caps. The opening in the center of each bay contains an area of original glass block above the metal framework for a flat metal awning with curved corners. Below the awning is a transom above a newer aluminum and glass door with sidelights. Three columns of bricks set so the corners project extend up the wall from the center of the top of the openings to the limestone trim capping the parapet wall. A small rectangular window is located near the top of the wall. The wide center section of the south elevation has a wide window opening with a limestone sill. It contains newer aluminum framed fixed windows. The top three courses of the brick parapet wall project slightly and feature a course of brick set with projecting corners sandwiched by two horizontal courses. The top of the wall is capped by two bands of limestone that step back. At the east end of the elevation the south side of the 1963 addition extends about one bay width. It is slightly shorter than the original building and is sided with vertical metal siding. There are three square openings high up in the wall.

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The east elevation of the building is primarily comprised of the ends of the 1963 additions. At the south end the one-story tall addition has vertical metal siding and a flat roof. The limestone bands at the top of the original building wall are visible beyond. There is a large overhead metal garage door near the south edge. Where the land slopes downward the wall at the lower level is clad in brick with a limestone cap. The metal sided addition extends above it. Concrete steps with a metal pipe railing follow the slope in front of the building. There is one opening in the brick wall that contains a vent. The edge of the 1954 addition with its brick base extends from the lower level of the original building. The wall above the brick is clad in vertical metal siding and there is a single window opening. In the forefront of the elevation is the gable end of the 1963 addition. The top of the wall of the 1954 addition is visible behind. The roof pitch of the 1963 portion is very shallow and the wall is clad with vertical metal siding. It sits below the slope and is one-and-a-half stories tall. There is an aluminum and glass door at the first floor and a fixed rectangular window at the second floor near the south end. An opening with a metal vent is located near the center of the wall. A fixed rectangular window is located at the north end at the second floor. At the north end of the elevation the east end of the 1954 addition is visible. It has a tall brick base capped by limestone trim which creates the sill for the window opening above. The windows are separated by vertical mullions and contain two four-light sections stacked below a two-light section. The parapet wall is clad with vertical metal siding and metal coping. There is an aluminum and glass entrance door in the brick base near the north edge of the building.

The interior of the building is comprised of two levels. At the lower level the original building and two additions have been connected through various openings. Each section is generally an open floor plate. The floors are concrete throughout. The original building has unpainted brick and concrete walls, including in the control room which extends to the west of the building. There is access through the floor to the turbines. The ceilings are exposed concrete structures. The 1954 addition has a sloped floor for a former truck bay in the northeast corner. This section has painted concrete block walls below the windows and exposed roof structure above. The 1963 addition walls are exposed metal structure in front of the exterior metal siding, which has been sprayed with foam insulation. The ceiling has exposed roof trusses and structure.

The upper level of the original building has two spaces. The main part of the building has concrete floors, brick walls and exposed roof structure above. There is a metal framed mezzanine accessed by a concrete stair at the west end of the floor. The control room extending from the west end of the main building has red tile for the floors and extending up the walls to the windows. The ceiling is an exposed steel and concrete structure. The hydroelectric equipment and control panels still exist in this section of the building.

8. Statement of Significance

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Applicable National Register Criteria

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

- 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.
- 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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Industry
Social History

Period of Significance

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1939-66

Significant Dates

1939

1954

1963

1966

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Ford Motor Company Plant Engineering

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Ford Motor Company Brooklyn Plant is significant under criterion A at the local level of significance as a major industrial operation and employment center for the community. When first opened in 1939, it alleviated the high level of Depression-era unemployment in the Brooklyn community. The Brooklyn Plant was one of the nineteen partially water-powered "Village Industries" plants in southeast Michigan that Henry Ford developed for Ford Motor Company between 1920 and 1941. The period of significance is from 1939 to 1966, the date the plant was completed, to the time when Ford Motor Company stopped operations at the factory.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The first white settler of Brooklyn was the Rev. Calvin H. Swain, who arrived in Jackson County from New York in June 1832 and filed a land claim for forty acres. He and his son, Consider

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Swain, constructed temporary housing and a dam on the River Raisin to raise the water level two feet, creating the beginnings of the present mill pond. The pair constructed a saw mill that was operational by January 1833. The Swain family encouraged other New York settlers to move to the area and in July 1834 the Swainsville Post Office was established with Calvin Swain as postmaster. Early developments included a school building that was also used for church services. Swain established the Baptist Church there in 1834, and one of his sons constructed a commercial building on Main Street. Other early settlers included a blacksmith and various merchants and farmers. About 1835 or 1836 one merchant, Rufus Tiffany, along with Benjamin Copeland, purchased Swain's sawmill and surrounding land with the plan to construct more dams and mills. The pair constructed at least a flour mill to the west of the sawmill; early maps show two races leading from the millpond back to the river. Between 1841 and 1850 the flour mill produced 7,500 barrels of flour. Between 1840 and 1860 at least one carding mill was constructed further north on the river.

Rufus Tiffany led to movement to change the name of the town from Swainsville to the present Brooklyn in October 1836. In the meantime, Calvin Swain was active elsewhere in Jackson County. He founded Baptist churches in Napoleon and Woodstock before passing away in Napoleon in 1856.

Like many small rural towns in southcentral Michigan, the village of Brooklyn was agriculture-based, providing goods and services to the surrounding farms, and the population grew steadily as more people moved to Michigan from the eastern United States via the Erie Canal and other routes. Many early settlers were from Massachusetts and New York and came to Michigan looking for new opportunities. In addition to the Baptist Church, Presbyterian, Episcopal, and Methodist Episcopal churches were formed in the community's early years. A hotel was erected in 1860, and in 1870 the Detroit, Indiana and Hillsdale Railroad provided daily passenger and freight train service to the village. In 1879 Brooklyn was incorporated as a village and in 1880 there were 700 people living in the community. At that time there were four general stores in addition to eleven specialty businesses, one flour mill, one planing mill and lumber yard, one sawmill, and a union school with three departments and capacity for 200 students. In 1891 the community's first newspaper, *Brooklyn Exponent*, began weekly publication. In 1892 the community approved electric lighting, which was installed in 1893, and in 1896 the first telephone was installed (Angus, Esther T., *What's Past Is Prologue*, pp. 15-30).

Growth continued through the start of the twentieth century. By 1900 a privately operated horse-drawn omnibus carried people and goods between downtown and the train station to serve the eight daily passenger trains and four freight trains. In 1905 the physical boundaries of the village were expanded to give the place a perfectly square form on the map – thus Brooklyn came to be known as the “square town.”

About 1912 the Swain Mill was destroyed by fire. Henry Ford purchased the property in 1921, but made no use of it until the summer of 1938, when construction began on the Ford Motor

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Company Brooklyn Plant. It was the fifteenth of Ford's nineteen "Village Industry" developments eventually constructed in southeastern Michigan and initially produced auto horns. On July 12, 1938, the front page of the local newspaper, *Brooklyn Exponent*, reported that, "For many weeks the water has been released from the pond and work has proceeded on the pond banks and widening the dam. ... Most notable from the highway is the grading of the grounds which is such an improvement that not even the old contours can be recognized and not the slightest evidence of last year's storm damage. Of particular notice is an oval drive that loops from the highway on the north to the edge of the pond and along the top of the widened dam to a similar loop back to the highway."

As with all of his Village Industry locations, Henry Ford, the founder and head of Ford Motor Company, took a personal interest in the project and made frequent visits to the site during construction and operation. The *Brooklyn Exponent's* September 1, 1938, issue noted that Henry Ford "was a visitor to the site on Wednesday." The plans for the building and site, per the original drawings, show that the Plant Engineering Division of the Ford Motor Company designed the factory and surrounding grounds – likely with Henry Ford's oversight and involvement.

The Ford Motor Company Brooklyn Plant incorporated design features used in other Ford Village Industry sites. The design of the original building, the red brick walls with limestone trim, the Moderne architectural style, and the large glass windows of the control room overlooking the dam and spillway are very similar in design to Ford's mill in Manchester. The lining of the riverbanks with fieldstone was also done at the mills in Saline, Flat Rock and Phoenix.

The men hired to construct the plant began the extensive employment of local men that continued with the operation of the plant itself. By August of 1938 twenty-five local men had been hired to work on construction. A September 1, 1938, front page article in the *Brooklyn Exponent* noted that the total number of men on payroll totaled forty-four and that, "Nearly all of these men are village residents which seems to be the general policy although no rigid rules are announced." By October employment on the project reached eighty-five men and then by December it reached 100. At the time Brooklyn had a population of only about 740 people.

The construction of the plant and its potential for jobs was a major economic boon for Brooklyn, especially as the country was in the tail end of the Great Depression and jobs were still scarce. The weekly newspaper *Brooklyn Exponent* seemed to have a front page article detailing the construction activity at the plant nearly every week. The articles were always complimentary about the design, materials and construction at the plant and grounds. In November 1938 the Brooklyn Boosters Club sponsored a "Welcome Ford Night" where the entire community came together to welcome Ford to the community. A special invitation was extended to Henry Ford, although it is not known whether he attended. The event was held at the high school and featured speeches, food and dancing for all Brooklyn residents.

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The start of production at the plant in 1939 furthered its favored status in Brooklyn. As stated by John R. Mullin in his article, *Henry Ford and Field and Factory*, “The impact on the village of Brooklyn was perhaps the most positive. The Ford Motor Company hired eighty villagers for its new factory in 1939 at the minimum wage of \$6.00 per day. This contributed substantially to a decrease of families on the village welfare rolls from 75 percent to less than 5 percent.”

In 1941 the facility switched from horn production to starter switches and horn rings. In 1942 the plant was retooled for war work, producing two million bomber parts and one million air engine parts in four years. The plant was cited by the U.S. Air Corps for the quality of the parts produced in the plant. In 1946, after the end of war production, the plant produced starter and stoplight switches for six- and eight-cylinder cars. By 1950 the plant employed 236 hourly and salaried workers over two shifts, the highest number of workers since the war (“Brooklyn Ford Plant Record,” *Brooklyn Exponent*, June 29, 1950, p.1). Brooklyn’s population in 1950 was 862, so potentially nearly a quarter of the town’s residents worked at the plant although it was likely by this point that not all employees were local residents. Between 1945 and 1954 the plant produced fifty percent of all Ford vehicle horn buttons and starter switches (Segal, p. 165). In 1954 the plant was expanded in order to convert from metal fabrication to plastics (“Community Today Marks 20th Year of Friendly Ford Co. Cooperation,” *Brooklyn Exponent*, June 11, 1959, p.1). “Workers made arm rests, parking light lenses, interior dome light lenses, seat shields, air-vent registers and a variety of knobs and dials” (Smith, Leanne. “A Peek Through Time: Brooklyn Shared in Henry Ford’s Dream of Small Hometown Factories,” *MLive*, April 16, 2014).

By 1962 Brooklyn was one of the last three Village Industry plants operating. The plant was expanded again in 1963, but was closed in 1966 when the workers were moved to a new plastics manufacturing facility in Saline. The plant was sold in 1967 to the Jackson Gear Company, which produced brake parts for heavy duty trucks in the building until 1987. The plant is presently being rehabilitated into a restaurant and recreation facility.

Henry Ford and Ford Motor Company

According to Dr. Charles Hyde, the author of the National Historic Landmark Nomination for the Ford Piquette Avenue Plant, “Henry Ford (1863-1947) was a visionary who had a profound and revolutionary impact on the American automobile industry in the early years of the twentieth century.” Born in 1863 on a farm in Springwells Township in what is now Dearborn, just west of Detroit, Henry Ford moved to Detroit in 1879 and began working in a variety of industrial jobs. By 1895 he was the chief engineer at the Edison Illuminating Company. He built his first automobile in 1896 and made two failed attempts at organizing an automobile company between 1899 and 1902 with various investors. On June 16, 1903, Ford, along with Alexander Malcomson and other investors, incorporated the Ford Motor Company. The first cars, including the Model A, were assembled with parts supplied by other manufacturers. The company

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transitioned into making its own parts from 1904 to 1906. The Model N in 1906 increased the company's sales by twenty-five percent over the previous year, vaulting the company to the top producer in the United States, a position it held until 1926. In 1906 Henry Ford bought out the other investors and stockholders and took total control of the company (Hyde, *Piquette Avenue Plant*, p. 13-15).

Ford's progress with interchangeable parts, development of the moving assembly line, and creation of the Model T, called the "most significant automobile of the twentieth century" (*ibid.*, p. 19), catapulted the Ford Motor Company into success. The opening of the Highland Park Plant in 1910 and Ford's wages of five dollars per day introduced in 1914 to combat high rates of turnover and absenteeism further enlarged the company's workforce and production capabilities. In 1917 construction began on the Ford River Rouge Plant, implementing Ford's vision of a single complex that could turn raw materials into a finished automobile. The plant was completed in 1927, which coincided with Ford ending Model T production and replacing it by newer models produced at the Rouge Plant. The period beginning in 1927 was one of decline for Ford despite introducing a lightweight inexpensive V8 engine in 1932. By 1936 Ford Motor Company had fallen to third in sales in the United States. In 1943 Henry's son Edsel died and in 1945 Henry Ford turned control of the company over to his grandson, Henry Ford II. Henry Ford died in April 1947. The Ford Motor Company continues to exist as a worldwide automobile manufacturing company that is publicly traded and headquartered in Dearborn. Its Executive Chairman is Henry Ford's great-grandson William C. Ford Jr.

Village Industries

At the same time that Henry Ford's innovation and hard work ethic were propelling the Ford Motor Company to success he continued to find ways to experiment with new innovations while implementing his life ideas onto workers and the general public. One of these experiments was his system of village industries.

Howard P. Segal's *Recasting the Machine Age* provides the most in-depth analysis of Ford's "Village Industries" system and its history. According to Segal there does not appear any documented single reason that drove Henry Ford to establish nineteen Village Industry sites in southeast Michigan on five different rivers between 1920 and 1944. His reasoning appears to be a combination of his varied interests in technology, business, water power, agriculture, rural communities, and his workforce. He was familiar with all of the rural communities where mills were constructed and the program was heavily publicized and promoted through Ford Motor Company publications and the general press.

Ford began his Village Industries system at the beginning of a trend of decentralization in the United States. Other United States automobile companies and other manufacturers were working toward decentralization of manufacturing operations and moving production out of dense urban environments that the industries themselves had helped to create. Ford Motor Company opened a

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branch factory in Kansas City, Missouri, in 1912. Decentralization was a way to offset the negative image of assembly line workers. Although perceived by the newly forming labor unions as a way to circumvent the unions, from the corporate perspective the branch factories were a way to depopulate large cities, removing workers from urban density and unrest and to create clean cottage industries (Segal, *Recasting the Machine Age*, pp. 15, 83). As the quality of roads and communications systems improved the locations of industrial production could be further away from the company headquarters. Smaller scale tools allowed for smaller manufacturing buildings appropriate for the rural settings. Ford speculated frequently about establishing village industries in other parts of the United States and lists were created from site visits to other communities in the country (*ibid.*, p. 21).

Ford's interest in utilizing water power and hydroelectric systems as an alternative to other power sources such as coal was further demonstrated in the Village Industry sites. He had already experimented with hydroelectric facilities at his Fairlane estate and in Hamilton, Ohio; St. Paul, Minnesota; and Green Island, New York. He required that all the Village Industry branch factories be located next to bodies of water. When Ford opened a Village Industry location the streams were utilized through the rebuilding of old dams or constructing new ones to provide hydroelectric power generation, and the lakes backed up by the dams were landscaped and made available for recreation to area residents. All but two of the Village Industry mills, in Northville and Cherry Hill, used water power to generate electricity or to run the machinery. The water power capacity of each site determined what would be built at that location.

Ford's interest in the Village Industries was also the result of his dream to employ as much as possible farmers, craftsmen and other rural residents. He had the idea that with machinery advances farmers could achieve more farm production in less time and could work at other jobs to supplement farming income during the down times. He wanted to unite farm and factory and thought farmers could work in the factory during the winter months and return to farming in the summer months when the water levels were low and the mill sites would not be operable. Although this was not the reality with the Village Industries, many employees were encouraged to retain ownership of their farms or at least have a plot of land where they could grow produce for personal consumption (*ibid.*, pp. 27-30).

Ford kept close watch on and had a personal interest in the Village Industries. He visited frequently during construction and operation. He required that there be no smoking in any of the facilities and that the plant be kept spotless. His surprise visits ensured that both of these rules were followed. It has been stated that the Village Industries were more like a hobby or personal project of Ford's than an official activity of the Ford Motor Company, but this does not seem to be the case. Managers at the Highland Park and Rouge plants often were dismayed to have portions of their parts manufacturing moved to Village Industry plants. The construction and often the design of the Village Industry locations were carried out by Ford corporate workers. Employees at the village sites were regularly reminded that they were part of the company. Many of the parts that were made at the Village Industry locations were not made elsewhere in

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the company. For example, all of the nameplates and other company engraving, including identification badges, were only made at Nankin Mills, all of the vehicle lamps were created at Flat Rock, and ninety-five percent of the twist drills were made at Newburgh (*ibid.*, p. 54-55).

In 1941 Ford Motor Company was the last U.S. automobile company to accept unions, and by 1942 all of the Village Industry sites had their own union local. One disadvantage to the employees at the Village Industry sites was that due to union contracts they could no longer perform multiple tasks that would reduce the monotony of the work. This change, however, did not seem to affect the “family” working atmosphere of the Village Industry plants (*ibid.*, p. 83).

In 1946 and 1947, after Henry Ford II took over the Ford Motor Company, corporate operations were reorganized. Soon after Henry Ford’s death in 1947 eleven of the Village Industry sites were shut down and the equipment and workers were incorporated into other Village Industry sites or plants. The eight remaining locations that were deemed efficient were incorporated with two branch plants into the Parts and Equipment Manufacturing Division. Renovations at the Ypsilanti site provided a “headquarters” location for the division and the seven other locations were improved and/or expanded in 1946 and 1947. During the 1950s and 60s all seven locations except Northville were closed and sold off, with Northville finally closing in 1989.

The buildings containing the Village Industries operations varied between nineteenth-century mill buildings rehabilitated or reconstructed and new buildings built in the 1920s, 30s, and 40s, usually on the site of previous mills. Both approaches fulfilled Ford’s ideas of preserving early American architecture by reusing existing mill buildings and his “attempt to retain agrarian values and routines while establishing ultramodern manufacturing or assembly facilities. ... the village industries readily displayed them [modern working arrangements] in either reconstructed mills or completely new factory-like structures” (*ibid.*, p. 104). Historic mill buildings were used or reconstructed at Northville, Nankin Mills (replaced with a new building in 1937), Tecumseh/Hayden Mills, Milan, Saline, Sharon Mills, and Clarkston. At Dundee an old mill building was used in addition to a new building on the site. Noted Detroit architect Albert Kahn designed the modern factory mill buildings in Northville (1936), Phoenix (1922), Flat Rock (1923), Plymouth (1923), and Ypsilanti (1932). Like Brooklyn, the remainder were presumably designed by the Ford Motor Company Plant Engineering staff with oversight by Henry Ford.

The first Village Industry mill was established in Northville on the Rouge River in 1920. An old sawmill constructed in 1825 and woodworking shop were renovated for the production of valves. The entire complex was replaced with a new Albert Kahn-designed building in 1936. This first mill location operated the longest; it was closed initially in 1981, and then reopened in 1982 for the production of fuel tanks and shipping racks and operated until it was permanently closed in 1989.

Despite the rural settings and use of historic mill buildings, only three locations processed agricultural products. Tecumseh/Hayden Mills on the River Raisin cleaned, sacked and stored

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soybeans. Saline on the Saline River processed soybeans into oil for plastic auto parts and produced soybean water paint. Milan on the Saline River did soybean extraction, cleaning and storage along with producing ignition coils and ammeters. All the other locations produced various auto parts or manufacturing tools such as carburetors, cigar and cigarette lighters, gauges, nameplates and engravings, vehicle lamps, twist drills and copper welding tips. All of the plants were interconnected and materials and parts often moved from one Village Industry plant to another before going to the Highland Park or Rouge Plants. All of the sites were switched to wartime production in 1942.

The last site to open, Cherry Hill, in 1944, reused an old milk depot building and hired exclusively World War II veterans instead of hiring local unemployed farmers like the earlier mills.

The result of the Village Industries is a unique collection of buildings and sites that provide physical evidence of Ford's attempts at decentralization, employing farmers, boosting the economies of rural communities, and putting "the machine in the garden." As Howard Segal aptly states, "...the village industries were part of a system of more than local dimensions; they were part of Ford's own widely acclaimed system of producing vehicles" (*ibid.*, p. 19).

Although not the first, biggest, longest lasting or most architecturally important example of the nineteen village industry sites constructed in southeastern Michigan, the Ford Motor Company Brooklyn Plant is significant as part of the pattern of the Village Industries system that Henry Ford instituted in an era of decentralization in the United States. The plant is one of five sites on the River Raisin, all of which relied on water power. The plant is a physical representation of Ford's ideas to move the "machine into the garden," moving manufacturing out of the dense cities into rural, more healthful environments. It fulfilled his ideas about helping the American farmer by bringing additional employment close to home to augment farming income with part time manufacturing work.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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“Brooklyn Ford Plant Record Outstanding in Peace and War,” *Brooklyn Exponent*, June 29, 1950, p. 1.

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Chapman Brothers. *History of Jackson County Michigan*. Chicago: Inter-State Publishing Company, 1881.

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“Community Today Marks 20th Year of Friendly Ford Co. Cooperation,” *Brooklyn Exponent*, June 11, 1959, p.1.

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Mullin, John R. "Henry Ford and Field and Factory: An Analysis of the Ford Sponsored Village Industries - Experiment in Michigan, 1918-1941" *Journal of the American Planning Association* Vol. Vol 48 Issue No 4 (1982).

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Segal, Howard P. *Recasting the Machine Age: Henry Ford’s Village Industries*. Amherst, MA: University of Massachusetts, 2005.

Smith, Leanne. “A Peek Through Time: Brooklyn Shared in Henry Ford’s Dream of Small Hometown Factories,” *MLive*, April 16, 2014, accessed on-line July 18, 2016:
http://www.mlive.com/news/jackson/index.ssf/2014/04/peek_through_time_brooklyn_sha.html

“Welcome Ford Night November 15,” *Brooklyn Exponent*, November 10, 1938, p.1.

“Ypsilanti Plant set New Record for Working Safely,” *Brooklyn Exponent Newspaper*, Ford News, May 1957.

Ford Motor Company-Brooklyn Plant

Name of Property

Jackson-Michigan

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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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: *Brooklyn Area Historical Society, Brooklyn, Michigan*

Historic Resources Survey Number (if assigned): NA

Ford Motor Company-Brooklyn Plant

Name of Property

Jackson-Michigan

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10. Geographical Data

Acreage of Property 10.91 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | | |
|----|---------------------|-----------------------|
| 1. | Latitude: 42.111319 | Longitude: -84.246856 |
| 2. | Latitude: 42.108811 | Longitude: -84.246841 |
| 3. | Latitude: 42.108890 | Longitude: -84.242792 |
| 4. | Latitude: 42.109571 | Longitude: -84.242834 |
| 5. | Latitude: 42.111362 | Longitude: -84.244889 |

Verbal Boundary Description (Describe the boundaries of the property.)

Ford Motor Company-Brooklyn Plant

Name of Property

Jackson-Michigan

County and State

LEGAL DESCRIPTION:

A parcel of land in the West 1/2 of Section 19, Town 4 South, Range 2 East, Columbia Township, Jackson County, Michigan, described as follows:
Commencing at the West 1/4 post of Section 19, Town 4 South, Range 2 East, Columbia Township, Jackson County, Michigan; thence North 01 degrees 32' 20" East along the West line of said Section 19, 130.79 feet to the East 1/4 post of Section 24, Town 4 South, Range 1 East; thence North 01 degrees 21' 35" East along the centerline of Main Street, 40.84 feet to its intersection with the centerline of Mill Street; thence North 89 degrees 50' 39" East along said centerline (also rec. as North 88 degrees 28' 10" East) 294.36 feet to the place of beginning; thence continuing along said centerline North 89 degrees 50' 39" East along said centerline, 286.85 feet to its intersection with the centerline of the Raisin River, said point also being intermediate traverse point "A"; thence Northerly along the centerline of said Raisin River 478 feet more or less; thence South 88 degrees 57' 40" East, 38 feet more or less to a 5/8" iron rod, also being traverse point "B" and bearing North 09 degrees 15' 12" East, 471.57 feet from traverse point "A"; thence continuing South 89 degrees 44' 47" East (also rec. as South 88 degrees 57' 40" East) 114.00 feet; thence North 15 degrees 35' 57" West (also rec. as North 17 degrees 38' 10" West) 33.60 feet; thence North 87 degrees 23' 18" East (also rec. as North 87 degrees 51' 20" East) 58.61 feet to a found 1/2" iron (lic. #27454); thence South 02 degrees 45' 29" East (also rec. as South 04 degrees 06' 50" East) 500.67 feet to a 1/2" iron pipe in the centerline of Case Road; thence North 89 degrees 46' 12" West (also rec. as South 88 degrees 28' 10" West) 125.38 feet; thence South 78 degrees 00' 27" East (also rec. as South 78 degrees 41' 50" East) 498.91 feet; thence South 03 degrees 58' 21" East (also rec. as South 05 degrees 37' 25" East) 164.00 feet; thence North 73 degrees 32' 32" East, 179.71 feet (also rec. as North 73 degrees 17' 09" East, 178.98 feet); thence South 02 degrees 39' 49" West (also rec. as South 02 degrees 48' 50" West) 253.03 feet to the Southerly bank of the Mill Pond; thence North 48 degrees 55' 41" West (also rec. as North 50 degrees 46' 40" West) 87.16 feet; thence South 88 degrees 07' 59" West (also rec. as south 86 degrees 17' West) 253.70 feet; thence North 89 degrees 53' 01" West (also rec. as North 88 degrees 16" West) 225.20 feet; thence South 82 degrees 37' 59" West (also rec. as South 80 degrees 47' 00" West) 122.88 feet; thence North 84 degrees 30' 54" West, 300.46 feet across the Mill Pond (also rec. as North 83 degrees 47' West, 299.69 feet); thence North 00 degrees 44' 30" West (also rec. as North 00 degrees 50' 16" West) 151.58 feet; thence North 89 degrees 29' 22" West (also rec. as North 89 degrees 37' 31" West) 149.94 feet; thence South 00 degrees 42' 07" East (also rec. as South 00 degrees 50' 16" East) 139.14 feet; thence South 89 degrees 59' 02" West, 29.97 feet; thence North 01 degrees 32' 20" East (also rec. as North 00 degrees 21' 30" West) 140.77 feet; thence South 89 degrees 19' 50" East (also rec. as North 88 degrees 46' 20" East) 50.45 feet; thence North 01 degrees 28' 35" East 251.73 feet (also rec. as North 01 degrees 21' 30" East, 252.94 feet) to the place of beginning.

Boundary Justification (Explain why the boundaries were selected.)

Includes entire property associated with the plant, as shown in a Boundary Survey performed in 2013. Includes plant and associated landscaping, water power development (pond property owned by Ford, dike/dam/flume), and parking lot area north of Mill Street. The nominated property is the same historically owned by Ford during operation of the plant.

See Copy of survey below.

Ford Motor Company-Brooklyn Plant

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11. Form Prepared By

name/title: Tom Nemitz and Kristine Kidorf

organization: Cornerstone Architects, Inc., and Kidorf Preservation Consulting

street & number: 440 Bridge NW

city or town: Grand Rapids state: MI zip code: 49504

e-mail tnemitz@cornerstone-arch.com

telephone: 616-774-0100

date: October, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Latitude-Longitude

Ford Motor Company-Brooklyn Plant

Name of Property

Jackson-Michigan

County and State

Photographs

Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Ford Motor Company-Brooklyn Plant
City or Vicinity: Brooklyn, MI
County: Jackson State: Michigan
Photographers: Photos 1-18 – R. O. Christensen, Oct. 11, 2016
Photos 19-23 – Tom Nemitz, 4/22 and 10/26/2015

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 24: E and N facades. 1939 bldg in background, 1954 bldg right foreground, 1963 bldg to left.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0001
- 2 of 24: E and N facades. 1963 bldg in foreground, 1939 background left, 1954 background right.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0002
- 3 of 24: S and E facades. 1939 bldg to left, 1963 to right; E part of oval drive and lawn in foreground.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0003
- 4 of 24: Mill Pond, dike, flume and dam, 1939 building to right, looking WNW.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0004
- 5 of 24: S and E facades of 1939 building
MI_Jackson_Ford Motor Co. Brooklyn Plant_0005
- 6 of 24: Bridge on oval drive over river spillway and flume, Mill Pond on right, looking E.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0006
- 7 of 24: W and S facades, 1939 bldg right, 1954 bldg left, spillway bridge to right.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0007
- 8 of 24: Looking ENE toward plant and grounds, W part of oval drive in foreground, Mill Street Bridge left.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0008
- 9 of 24: Grounds looking NW from W end of spillway bridge.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0007
- 10 of 24: Y intersection on W oval drive with Mill Street looking NNW.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0010
- 11 of 24: N and W facades, 1939 bldg to right, 1954 to left.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0011
- 12 of 24: Looking SSE along River Raisin, spillway/oval drive bridge in center, 1939 bldg to left, 1954 bldg far left. Remnant of fieldstone sloping river rockwork in lower right.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0012
- 13 of 24: S façade of Mill Street Bridge over S. Branch River Raisin.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0013
- 14 of 24: N and W facades of 1854 bldg, 1963 bldg far left.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0014
- 15 of 24: Fieldstone wall N of Mill Street on E side of river, looking NE.
MI_Jackson_Ford Motor Co. Brooklyn Plant_0015
- 16 of 24: Fieldstone wall N of Mill Street on E side of river, looking W.

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- MI_Jackson_Ford Motor Co. Brooklyn Plant_0016
17 of 24: Former parking area N of Mill Street looking NNW.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0017
18 of 24: East entrance to oval drive looking S, showing lawn area E of plant.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0018
19 of 24: Turbine generator and associated equipment, SW corner of 1939 bldg, looking SW.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0019
20 of 24: Upper level 1939 bldg, looking west.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0020
21 of 24: 1954 bldg looking NW.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0021
22 of 24: 1954 bldg looking west.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0022
23 of 24: Building looking east.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0023
24 of 24: Historical view from west showing plant and grounds prior to 1954 addition, with Case Road and Watermain Street in distance on the left. Shows surviving features including sloping rock lining of river (foreground), lamp standard (center background), and flag pole.
- MI_Jackson_Ford Motor Co. Brooklyn Plant_0024

*Historical Photo from Brooklyn Area Historical Society collection, Brooklyn, Michigan

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).



Ford Motor Company Brooklyn Plant
 221 Mill Street, Brooklyn, Jackson County, Michigan

Lat./Long.:

- | | |
|--------------------------|--------------------------|
| 1: 42.111319; -84.246856 | 4: 42.108890; -84.242792 |
| 2: 42.111362; -84.244889 | 5: 42.108811; -84.246841 |
| 3: 42.109571; -84.242834 | |





Ford Motor Company Brooklyn Plant
 221 Mill Street, Brooklyn, Jackson County, Michigan

Lat./Long.:

- | | |
|--------------------------|--------------------------|
| 1: 42.111319; -84.246856 | 4: 42.108890; -84.242792 |
| 2: 42.111362; -84.244889 | 5: 42.108811; -84.246841 |
| 3: 42.109571; -84.242834 | |













PRIVATE
PROPERTY
NO
TRESPASSING













JACKSON









BRIDGE
WEIGHT
LIMIT
17 TONS







Timrick Lane

PARKING ONLY
NO TOWNSHIP

18th HOLE
GREEN



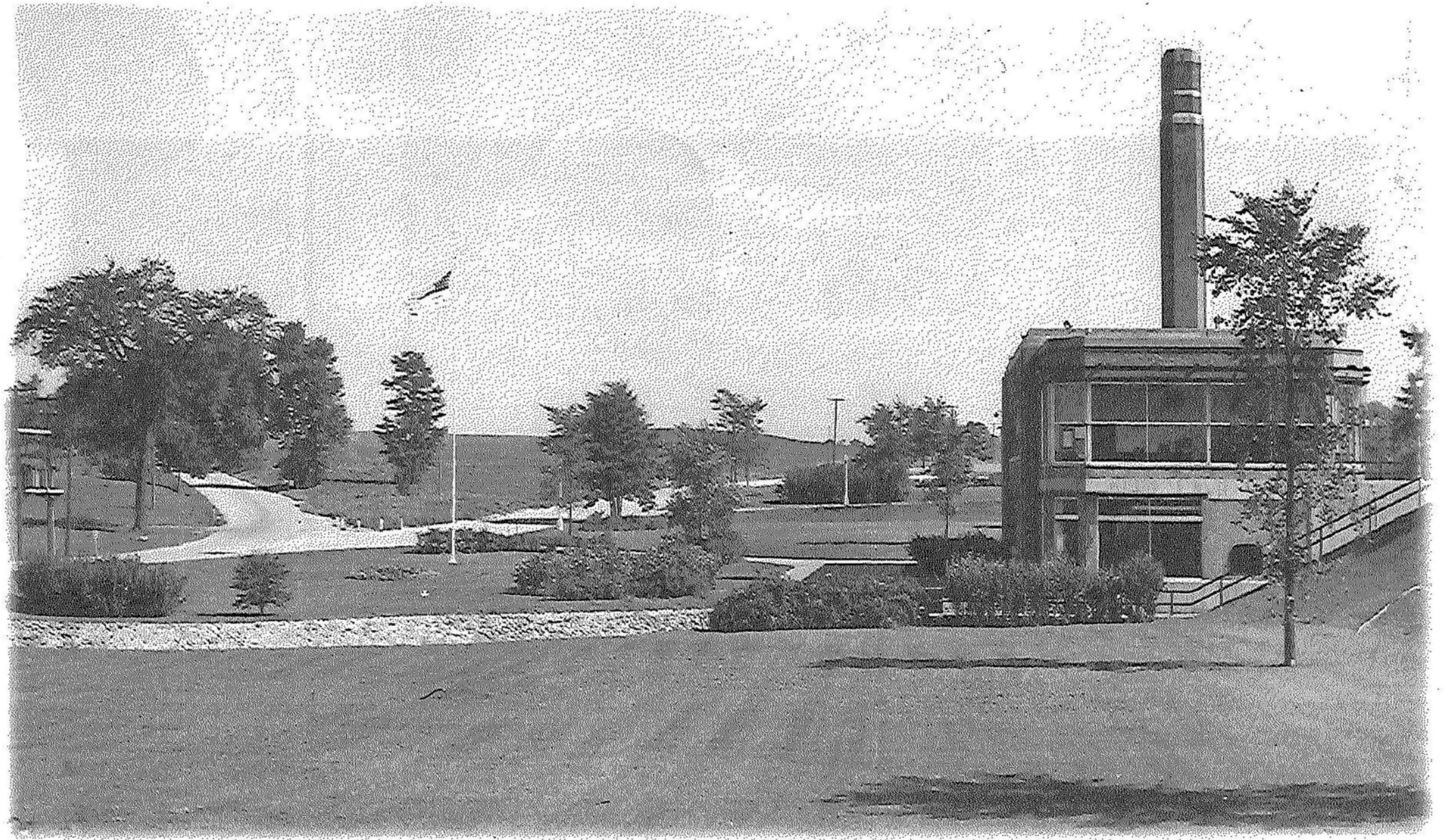


WELCOME BROOKLYN
Ford
PLANT ALUMNUS









A view looking East down Mill Street

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Ford Motor Company Brooklyn Plant

Multiple Name:

State & County: MICHIGAN, Jackson

Date Received: 12/2/2016 Date of Pending List: 12/27/2016 Date of 16th Day: 1/11/2017 Date of 45th Day: 1/17/2017 Date of Weekly List:

Reference number: SG100000532

Nominator: State

Reason For Review:

<i>Submission Type</i>	<i>Property Type</i>	<i>Problem Type</i>
<input type="checkbox"/> Appeal	<input checked="" type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other		<input type="checkbox"/> Less than 50 years

Accept Return Reject 1/12/2017 Date

Abstract/Summary
Comments:

Recommendation/ Criteria Accept, National Register Criterion A. A rare surviving example of one of Henry Ford's "Village Industries" industrial plants constructed in Michigan between 1920 and 1941.

Reviewer Patrick Andrus

Discipline Historian

Telephone (202)354-2218

Date 1/12/2017

DOCUMENTATION: see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY
STATE HISTORIC PRESERVATION OFFICE

KEVIN ELSENHEIMER
EXECUTIVE DIRECTOR

November 22, 2016

Mr. J. Paul Loether, Chief
National Register of Historic Places
National Park Service
1201 Eye Street, NW, 8th Floor
Washington, DC 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the **Ford Motor Company Brooklyn Plant, Brooklyn, Jackson County, Michigan** to the National Register of Historic Places. This property is being submitted for listing in the national register. No written comments concerning this nomination were submitted to us prior to our forwarding this nomination to you.

Questions concerning this nomination should be addressed to Robert O. Christensen, National Register coordinator, at (517) 335-2719 or christensenr@michigan.gov.

Sincerely yours,

Brian D. Conway
State Historic Preservation Officer

