

PULLMAN MURALS

At The Pullman Exhibit Hall north wall.



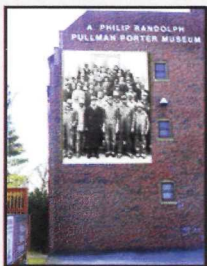
At the 111th St. viaduct.



At the 113th St. viaduct.



At the National A. Phillip Randolph Pullman Porter Museum.



103rd Street Metra Station

Corliss High School
Butler College Prep

Divvy Bike Station

15-National A. Philip Randolph
Pullman Porter Museum

14-Pullman Wheelworks
Apartments

Pullman Place

Poe Classical
Elementary School

Community Garden

107th St. Metra Station

13-Arched Alley

12-Fire Station (1890's)

103rd St.

103rd Pl.

104th St.

104th Pl.

105th St.

105th Pl.

106th St.

Cottage Grove Ave

Corliss Ave.

Maryland Ave



HISTORIC
PULLMAN
FOUNDATION

America's Stories Live Here



Pullman National Historical Park Visitor Center



Pullman on Foot and Bike

North Erecting Shop

Administration Clock Tower

111th St. Metra Station

Hotel Annex

3-Hotel Florence

Divvy Bike Station

5-Arcade Park

2 Pullman Exhibit Hall

Arcade Row

4-Livery Stables and
1880's Fire station

George Pullman
Elementary School
(1907)

115th Street
Kensington
Metra Station

Transfer Table Tracks

1 Pullman
National Historical Park / State Historic Site

Rear Erecting Shop

Thomas Dunbar House

Pullman Club Coffee Shop

8-Executive Housing

Gateway Park

Lake Shore Hotel

9-Block Houses A & C (1881)

(Artist Housing (2020))

Pullman Art Space Lofts

7-Market Hall Square (1892's)

6-Greenstone Church

10-Pullman Hospital (1915)

(Boarding House 1882)

Langley Playground and Park

11-Block House "R"

Florence Lowden Miller Center
(Former Masonic Lodge)

To I-94 →

- Suggested Walking Routes
- Metra Stations 115, 111, 107, 103 St.
- Bus Stops
- Pullman Murals
- Historic View Markers

To I-94 →

Pullman on Foot

The Town of Pullman (1880-1898) was designed and built as a planned community to attract the most skilled workforce and to insulate Pullman's workers and their families from the social ills which plagued industrializing cities across the nation.

Pullman provided an orderly, efficient, and beautiful town which included housing and community facilities superior to anything available. Pullman's experiment in industrial order and community planning has played a significant role in urban planning, rail transportation and labor history.

1. Pullman National Historical Park and State Historic Site - 110th & Cottage Grove Avenue The Administration Clock Tower Building (NPS) was designated as the Pullman National Monument on February 19, 2015, by President Barack Obama. This structure was built in 1880 as the administrative center for Pullman's shops and was where the rail cars were designed and where production was organized. The National Park Service has created a Visitor Center on the ground floor. The 13-acre Pullman State Historic Site surrounding the Monument and also the Hotel Florence across 111th Street are owned by The State of Illinois under the administration of the Department of Natural Resources. The North Wing and Rear Erecting Shop structures represent the only remaining components of the "Palace Car" assembly process. The buildings originally flanked a transfer table track that was used to move cars from workshop to workshop during the assembly process.

2. Historic Pullman Foundation Exhibit Hall - 11141 South Cottage Grove Avenue

The existing building sits on the site of the Pullman Arcade (1882 to 1927). The original building covered the entire block and included an indoor shopping mall, bank, post office, theater, library, meeting halls, and professional service offices. The Arcade was demolished in 1927. A new building was constructed as an American Legion Hall in 1960. The building and site were acquired by the Historic Pullman Foundation and were adapted for use as a visitor center and exhibit hall. The building is used for orientation, lectures, exhibits, special events and community meetings. Currently, the building features important Pullman artifacts and exhibits.

3. Hotel Florence - 1111 S Forrestville Ave. The Queen Anne styled structure was opened in November 1881 and was continuously operated as a hotel until 1975. The Historic Pullman Foundation purchased the Hotel in 1975 and undertook 25 years of preservation, restoration, and public access. In 2000 the building was turned over to the State of Illinois for a program of system renovations and selected restoration projects. A limited reopening of the building showcases selected first floor restoration projects.

4. Livery Stables - 11201 Cottage Grove Ave.

The building provided a commercial livery stable with horses and carriages for rentals. In addition to serving as the central stable, the building also housed the Pullman Fire Department telephone, telegraph, and fire alarm systems. The firemen stayed on the second floor. The local funeral director stored the horse drawn hearse and other special carriages here. The building is now home to a not for profit organization.

5. Arcade Park - 111th Place and Forrestville Ave.

Arcade Park was the formal garden of Pullman designed by Landscape Architect Nathan F. Barrett in 1880. The park featured a bandstand for summer concerts. The gardens made Arcade Row and Foremen's Row some of the most desirable houses in Pullman. After the town was sold and the Company no longer provided maintenance for the gardens, it became a lawn with a few trees. In 1977 the formal order of the gardens was reestablished by the City of Chicago. The flower beds are maintained by the Historic Pullman Garden Club and the Chicago Park District.

6. Greenstone Church - 11201 South St. Lawrence Ave.

The Greenstone Church was built as a visual landmark and part of Pullman's urban design. The church building was intended to be non-denominational and was constructed to inspire religious practice. It took several years of population growth to generate a congregation large enough to support the rent charged for use of the church. By 1892 ten different congregations were active in the town and several had built their own churches. The Presbyterians were the first congregation to rent the building, but it was a Methodist congregation which purchased the building and has occupied the church for over a century.

7. Market Hall Square - 112th Street S. Champlain Ave.

This Market Square was constructed in 1892 to replace the original 1881 Market House which was destroyed by a fire. The new Market Square was designed by Pullman's architect Solon S. Beman in the Romanesque style and was completed in time for the Columbian Exposition in 1893. Market Square is comprised of a central Market Hall, flanked by four colonnaded buildings with three apartments in each of the quadrants along with an attached townhouse duplex. The large gray stone house north of the church was also built at this time to attract another doctor to serve the needs of the town. The Market Hall was a three-story structure with a full basement. The basement was used for storage and had an oven for the bakery. The first floor had a series of stalls and shops rented out to private businesses. There was a butcher shop, a bakery, spaces for selling fresh produce and groceries, a pharmacy, and an ice cream shop. The second floor contained a large hall for meetings, lectures, banquets, and dances with space to accommodate 600 people. The third floor had meeting rooms used by fraternal orders and religious denominations.

8. Executive Housing - 605 East 111th Street (One Florence Blvd.) This was originally built as the largest single-family home in Pullman, and initially occupied by the Plant Manager. By the early 1900's it was adapted for use as the "Pullman Club" and remained as a club for a half a century. During the second half century the building housed a VFW post and then a series of restaurants. The property is now privately owned and plans for restoration and reuse are currently being developed.

The other six houses on 111th Street (formerly Florence Blvd) were the most expensive rental housing in the Town. These houses were used to attract and retain the most skilled and talented managers the company employed. The houses had the highest ceilings, the largest rooms, the most refined finishes and modern conveniences including a centrally provided heating system.

The House on the southwest corner of 111th & Champlain was the home of the Town's senior physician Dr. John McLean and his family from 1881 until 1914. He used the house as both his residence and his surgery. The Executive House at 641 (#6) has been decorated to reflect the period of occupancy by Thomas Dunbar and his family. Dunbar was first employed by Pullman as a carpenter in 1885. He rose through the ranks of the Company and by 1898 was named Superintendent of the Works responsible for managing the entire manufacturing process. This house was the third Pullman residence occupied by the Dunbar family and reflected his evolving status. The Thomas Dunbar House will be part of the *Pullman House Project* and will be open for tours in spring of 2022.

9. Block House A&C - 111th & Langley Ave.

These buildings were completed in 1881, each providing 12 three room apartments, each renting for about \$12/ month. There was an additional block house building "B", located between the two remaining buildings, which was demolished in the late 1920s. The existing buildings have been restored along with new infill construction on the site of Block House B. The recently completed project has been designated as the Pullman Artspace Lofts, an artist live/work housing project consisting of 38 units.

10. Pullman Hospital and Boarding House - 11207 South St. Lawrence Ave.

This building was constructed in 1881 as one of several large boarding houses in the town. As the town population increased the building was expanded in 1915 for use as the Pullman Hospital and was used until 1927 when the Roseland Hospital was built. The building then reverted to residential use. The front porch was recently reconstructed and restored to reflect the original detailing.

11. Florence Lowden Miller Historic Pullman Center - 614 East 113th Street

The 3-story building was originally comprised of small apartments and was known as Block House R. In 1907 the structure was converted to a Masonic Lodge with a large 2 story meeting space. In 1973, Historic Pullman Foundation acquired the building for use as a visitor and community center. The facade and interior have undergone substantial restoration and rehabilitation. The building now provides offices and meeting space for the HPF. Recently, the building has been renamed to honor Florence Lowden Miller, a long-time HPF board member and the granddaughter of George M. Pullman.

12. Fire Station - 108th & Champlain Ave.

This Romanesque style building has a distinct hose drying tower. Built after 1889 when Pullman was annexed into Chicago, the structure was operated by the Chicago Fire Department. The building is currently owned by the City of Chicago.

13. Arched Alley - 107th & Cottage Grove

This is the last remaining archway built over an alley in Pullman. The alley was recently vacated as a public right-of-way as part of the row-house restoration program in the 10700 block of Cottage Grove Ave., Champlain Ave. and Langley Ave. under the direction of Chicago Neighborhood Initiatives. Other alley arches were located at the Market Square alleys and a number of other Pullman alleys but were removed over time to allow for modern garbage collection.

14. Pullman Wheelworks - 401 East 104th Street

This large building was constructed in 1920 as the Packard Open Body Shop for the assembly of Packard Automobiles. A big reason for selecting this location was the availability of skilled workers here in Pullman. In 1981, it was developed as the Pullman Wheelworks Apartment including 210 apartment units. In 2010 it was totally refurbished by Mercy Lakefront Housing, the current property manager.

15. National A. Philip Randolph Pullman Porter Museum - 10402 South Maryland Ave.

This former three flat apartment building was adapted for use as the National A. Philip Randolph Pullman Porter Museum in 1994. The exhibits and videos celebrate the history of the Brotherhood of Sleeping Car Porters which in 1937 became the first African-American union to win a contract with a major corporation - the Pullman Company. The museum also features the role of Pullman Porters in the American civil rights movement and the leadership of A. Philip Randolph.

Pullman Housing Notes

There were a wide variety of housing styles used in the Town of Pullman including single family row house cottages and apartments buildings ranging from two flat to twenty-four flat buildings. All were constructed of brick, and all had indoor plumbing as well as windows in every room providing plenty of natural light and ventilation. The streets throughout the Town were landscaped with trees, grass, and flowers, all maintained by the company. Alleys were provided for deliveries and collection of trash.

Rents for housing were on average \$4.00 per room per month which equated on average to \$14/ month. These rents were fixed in 1881 and were never varied by the company from 1881 until 1907 when the Illinois Supreme Court ordered that the houses be sold by the Pullman Company. The monthly rental amount was eventually used as the basis to calculate the selling price.

The most expensive housing was located on *Executive Row* with rents of \$50-60 per month. The least expensive housing would have been in the apartments with only 2-4 rooms renting for \$6-9 per month. Single family row houses, typically with 5 rooms and a basement rented for on average \$14-16 per month.

Although designed to accommodate families, in 1893 nearly 900 Pullman families had additional boarders who provided the families with additional household income.

Three-Flat Apartment Buildings on the east side of 11300 block of Langley Avenue originally included 78 apartments. Several of the three-flats have now been converted into single-family row houses. The 11400 block of Champlain Avenue was constructed in 1884 as the demand for one- and two-bedroom flats increased. This block has been referred to as *Honeymoon Row*, presumably because of the number of newlyweds occupying the small units.



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