

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Illinois	
COUNTY: Cook	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
Pullman Historic District

AND/OR HISTORIC:

2. LOCATION (continued)

STREET AND NUMBER: Area east of Cottage Grove Avenue, between E. 103 St. and E. 115th Street (boundaries shown on attached map).

CITY OR TOWN:
Chicago

STATE: Illinois CODE: COUNTY: Cook CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input checked="" type="checkbox"/> Building <input type="checkbox"/>	Public <input type="checkbox"/>	Occupied <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input type="checkbox"/>	Private <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input checked="" type="checkbox"/>
Object <input type="checkbox"/>	Both <input checked="" type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	Unrestricted <input checked="" type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input checked="" type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Industrial <input checked="" type="checkbox"/>	Private Residence <input checked="" type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input checked="" type="checkbox"/>	Military <input type="checkbox"/>	Religious <input checked="" type="checkbox"/>	
Entertainment <input checked="" type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input checked="" type="checkbox"/>	

4. OWNER OF PROPERTY

OWNERS NAME: Norbert J. Pointer, II, Chairman for the Preservation of Historic Pullman (Multiple public and private ownership)

STREET AND NUMBER:
644 East 113th Street, Pullman Civic Organization

CITY OR TOWN: Chicago STATE: Illinois CODE: 60628

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Cook County Court House

STREET AND NUMBER:

CITY OR TOWN: Chicago STATE: Illinois CODE:

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 250

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic American Buildings Survey

DATE OF SURVEY: 1966 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Prints and Photograph Division, Library of Congress

STREET AND NUMBER:

CITY OR TOWN: Washington STATE: D. C. CODE:

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7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input checked="" type="checkbox"/>	Unaltered <input type="checkbox"/>	Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The town of Pullman, as planned and developed in 1880-84, formed a long and narrow rectangle extending north and south, and was bounded on the east by Lake Calumet and on the west by the tracks of the Illinois Central Railroad. The 300-acre town site was divided into three use-sections: In the center (from 111th Street north to 108th Street) was the major industrial portion; this was occupied by the large shops and administration building of the Pullman Palace Car Company and by the smaller plant of the Allen Paper Car-Wheel Company. The northern section (extending from 108th Street north to 103rd Street) was primarily a residential area, but also contained one industrial facility - the Union Foundry and Pullman Car-Wheel Company plant-situated at the east edge of town, between 104th and 105th Streets. The southern section (extending from 111th Street south to 115th Street) was another residential area and in this portion were located all of the major community facilities. The town and its major buildings were generally oriented towards the west; the two small railroad stations were the focal point that stood at the west end of 111th Street. The major community facilities, which included a hotel, large Arcade Building, and the stables, were erected just south of the railroad stations and faced on the large open public square and park located on the west side of town between 111th and 112th Streets.

To the north of the stations, between 111th and 110th Streets, and also located on the west edge of town, stood the large Administration Building of the Pullman Company, oriented to the west. Between the stations and the Administration Building lay a large public park containing a lake or lagoon with a waterfall, winding roadways, symmetrically arranged planting beds, walks, and a central bandstand. This open park area formed an attractive and formal approach, leading from the station eastward to the Pullman Company plant. The two railroad stations are now gone and the former lake has been filled in to permit the construction of present Cottage Grove Avenue, which runs north-south over a portion of the lake site.

On the opposite or east side of the town, located between 111th and 112th Streets and on the shore of Lake Calumet, was a second large public park or recreational area containing a playground and athletic field. This eastern park is also gone; the site is now used for industrial purposes and is occupied in part by an expressway and its large cloverleaf.

A gridiron pattern of streets was imposed over the entire 300-acre town site and the major buildings were located at the intersections in an effort to relieve the monotony resulting from the use of the gridiron system. The broad streets and sidewalks were paved, and there were complete systems of storm and sanitary sewers.

All of Pullman's buildings were constructed of brick, which was manufactured from clay found on the site. A total of some 1,750 dwelling units were built between 1880 and 1894. These were predominately two-story row-houses erected in long blocks, but they had a great variety of floor areas, detailing, and elevations. Some apartment houses, duplex dwellings, and a few single-family houses were also built. The architecture of these structures is in the Gothic and Queen Ann styles. Approximately 1,650 of the

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(continued)

8 SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian <input type="checkbox"/>	16th Century <input type="checkbox"/>	18th Century <input type="checkbox"/>	20th Century <input type="checkbox"/>
15th Century <input type="checkbox"/>	17th Century <input type="checkbox"/>	19th Century <input checked="" type="checkbox"/>	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal <input type="checkbox"/>	Education <input type="checkbox"/>	Political <input type="checkbox"/>	Urban Planning <input checked="" type="checkbox"/>
Prehistoric <input type="checkbox"/>	Engineering <input type="checkbox"/>	Religion/Philosophy <input type="checkbox"/>	Other (Specify) <input checked="" type="checkbox"/>
Historic <input type="checkbox"/>	Industry <input type="checkbox"/>	Science <input type="checkbox"/>	Architecture <input checked="" type="checkbox"/>
Agriculture <input type="checkbox"/>	Invention <input type="checkbox"/>	Sculpture <input type="checkbox"/>	_____
Art <input type="checkbox"/>	Landscape <input type="checkbox"/>	Social/Humanitarian <input checked="" type="checkbox"/>	_____
Commerce <input type="checkbox"/>	Architecture <input checked="" type="checkbox"/>	Theater <input type="checkbox"/>	_____
Communications <input type="checkbox"/>	Literature <input type="checkbox"/>	Transportation <input type="checkbox"/>	_____
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>		_____
	Music <input type="checkbox"/>		_____

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Built in 1880-84, Pullman was the first major effort made in the United States to create a completely planned model industrial town in which all the structures and facilities - industrial, cultural, religious, recreational, and residential - were coordinated and integrated into one-over master plan for the purpose of providing ideal living conditions for workingmen. Designed by the architect Solon S. Beman and the landscape engineer Nathan F. Barrett, and constructed for the Chicago industrialist and engineer George M. Pullman, the town of Pullman represents a dramatic and pioneering departure from the unhealthy, over-crowded, makeshift, and unsanitary living conditions found in working class districts of other 19th century industrial cities and towns. The standards of structural strength, lighting, and ventilation, convenience to the wide range of public facilities, and the good quality of the architecture of the many buildings, and the handsome landscaping of Pullman were unique in 1880-84 and are seldom approached today.

The town of Pullman also played a major role in the development of the American labor movement. The famous Pullman strike of 1894 drastically affected American life and the course of the American labor movement. The bloody and violent turmoil of this strike, which spread nation-wide over the railroad networks, prompted President Grover Cleveland to intervene with Federal troops, labor pioneer Eugene Debs was jailed, and Sherman Anti-Trust Act was for the first time employed to smash the unions.

The handsome continuity and striking proportions of Pullman's Gothic and Queen Ann-styled structures and most of its original town plan are still to be seen today. Though some of the larger buildings have been demolished, approximately 1,650 of the original total of 1,750 dwellings, the four-story hotel, the Pullman Company administration building and clock tower, the church, stables, a portion of one of the two market houses, and many industrial structures remain. The basic plan of the town and the exterior of most of its original buildings have not been greatly altered.

History of Pullman

George M. Pullman's company-owned model town was both an economic and social experiment. Here he planned to manufacture his famous Pullman Palace railroad car. The industrialist also believed that by providing a living environment superior to that which was available to the working class in any other city, that he could attract the most skillful workers,

(continued)

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

John Reps, The Making of Urban America, A History of City Planning in the United States (Princeton, 1965).

Stanley Buder, The Model Town of Pullman (Chicago, 1967).

Christopher Tunnard and Henry H. Reed, American Skyline (Boston, 1955).

John Burchard and Albert Bush-Brown, The Architecture of America, A Social and Cultural History (Boston and Toronto, 1961), 148, 272-73.

(continued)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	41 °	42 ' 26 "	87 °	36 ' 40 "					
NE	41 °	42 ' 26 "	87 °	36 ' 12 "					
SE	41 °	41 ' 07 "	87 °	36 ' 35 "					
SW	41 °	41 ' 07 "	87 °	36 ' 52 "					

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Charles W. Snell, Survey Historian

ORGANIZATION Division of History, Office of Archeology and Historic Preservation, National Park Service DATE 2/24/70

STREET AND NUMBER:
801 - 19th Street, N. W.

CITY OR TOWN: Washington STATE D. C. 20006 CODE

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____

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Description of the Boundaries of Pullman Historic District

The Pullman Historic District is comprised of approximately 250 acres of the 300 acres making up the original town site. The district is bounded on the north by East 103rd Street, on the east by the C.S.S. & S. B.R.R. rail spur, on the south by East 115th Street, and on the west by Cottage Grove Avenue.

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original residential units have survived; most of these are in good condition, and hundreds remained almost totally unaltered on the exterior.

The major community facilities, as have been noted, were largely concentrated around the large public square on the west side of town, between 111th and 112th Streets. At the northeast corner of this square stands the Hotel Florence, a three-story asymmetrical red-brick structure crowned with a multitude of chimneys, gables, and dormers that protrude from the numerous roof planes. Named after George M. Pullman's daughter, the 65-room hotel is adjoined on the northeast by a 74-room annex that was added in 1911. The exterior and interior of the 19th century hotel are largely unchanged and many of the rooms are still furnished with their original furnishings.

On the west side of the square, near the southwest corner, once stood the large Arcade Building, which contained the theater, library, private offices, meeting rooms, and bank for the town, as well as the numerous company-owned stores. The large red-brick building was divided into two sections and occupied an entire block. The arcade portion was two-stories high and was topped by a high and elaborate roof; the theater portion was three-stories in height and had a high roof crowned by a cupola. The Arcade Building was demolished in 1926 and its site has been converted into a park. A small modern American Legion Hall now occupies a portion of this park. At the southwest corner of the public square, and located just south of the Arcade Building site, is the former public stables. This large brick and wood structure is still standing but has undergone considerable alteration. At the southeast corner of the public square (at 112th Street and South St. Lawrence Avenue), stands the Greenstone Church. Constructed of limestone in 1880-84, this fine Gothic Church is in excellent condition and has been little-altered inside or out. The east and south side of the public square are lined with little-changed row houses; the original plan of this area is still clearly visible.

To the east of the church, at 112th Street and South Champlain Avenue, is Market Square. Originally laid out in the form of a square, the center of this area was occupied by a two-story brick Market Building that had vegetable and meat stalls on the first floor and a public meeting hall above. The first Market Building was destroyed by fire in 1892 and in the following year the architect Solon S. Beman redesigned the original square into its present circular format and also prepared the plans for the second (and existing) Market Building. As rebuilt in 1893, the "Square" is treated as a unified and coherent whole and is designed in the classical and Italianate manner. The second Market Building was of the basilican type, two-stories high, with a central third story; first-story entranceways and windows were arched. The first story was constructed of limestone and the upper floors of yellow brick. The two-story row houses forming a circle around the second Market House were divided into four groups (quadrants) and built of limestone and yellow brick, with arched and colonnaded first stories, to echo the design of the central Market Building. The four groups of residences are unaltered on the exterior; the second and third floors of the second Market House, however, have been

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removed. In the northern residential section, at 108th and North Champlain, the 1880 fire station still stands. This two-story brick structure with adjoining tall tower is little-altered and is in fair condition.

Industrial structures still form a large complex between 108th and 111th Streets. In 1880-84 this area was occupied by the large factories of the Pullman Company, which were arranged in four long rows extending north and south. The steel roof trusses used on these large shops formed the dominant element of their appearance. Their red-brick walls, trimmed with limestone, and their Romanesque window arches helped to harmonize the architecture of the industrial buildings with that of the adjacent residential and community facility buildings. Only two or three original buildings of this once great complex stand today. The most notable of these is the large brick former Pullman Company Administration Building, with its opulent architecture and tall clock tower. This structure, with an original (1880) north wing, and a south wing added about 1900 (replacing the original south wing) is largely unaltered on the exterior but is in poor condition due to lack of maintenance. A second and smaller industrial complex is located on the east side of town, between 104th and 105th Streets. Some of these old factories, which are also in poor condition, may date from the Union Foundry and Pullman Car Wheel Company structures that were erected in 1880-84. Both complexes are also occupied by a number of other industrial buildings that were erected during the first quarter of the 20th century; most of these structures are closed and for sale.

The overall integrity of the 250-acre historic district, however, is very good and particularly so in the southern section (from 111th Street south to 115th Street). Here intrusions have been limited to the west (Cottage Grove Avenue) side from 113th Street south, and include a small factory and a few modern houses. In general, the town of Pullman has retained its 19th century appearance and its original plan to a remarkable degree.

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attain greater productivity due to the better health and morale of his employees, and also avoid strikes. The entire venture was calculated as a paying proposition - the parks, the athletic fields, school, church, theater, as well as the many commercial and industrial operations - all built and controlled by his company, were to be paid for directly or indirectly by the residents or users. In 1879-80 Pullman bought more than 3,500 acres of what was then undeveloped prairie land located in the Village of Hyde Park, on the western shore of Lake Calumet, as the site of his model town. A 300-acre tract - the area now bounded by 103rd Street on the north, by Calumet Lake on the east, by 115th Street on the south, and by the Illinois Central Railroad tracks (and Cottage Grove Avenue) on the west, was used as the town site. Landscape engineer Nathan F. Barrett prepared a gridiron pattern street plan that included open spaces, public parks, and drainage and sewer systems. The company-owned community facilities - a hotel, church, stores, offices, library, and theater - were grouped near 111th Street, facing the railroad station. The architect Solon S. Beman designed all the residential, commercial, industrial, and public buildings erected in the town, using the Gothic and Queen Ann styles. All structures were constructed of brick, which was manufactured from clay found on the site. Mass production methods were utilized; construction began in 1880 and by 1884 some 1,400 dwellings had been completed and by 1894 another 350 housing units had been added. The dwellings were predominately two-story rowhouses erected in long blocks, but with a great variety of floor areas, detailing, and elevations. Some apartment structures, duplex buildings, and a few single family houses were also built. The rowhouses were constructed at a cost of about \$1,700 for each unit. The streets of the town were paved and these were swept and watered daily, and the garbage was also collected every day. There were complete storm and sanitary sewer facilities, each house had gas and water, and the sewage from the town was converted into fertilizer and sold at a profit. Early in 1881 the factories began production and the first residents began moving into the dwellings. Two rooms in the cheaper apartment buildings built for the lower-income workers rented for \$4.00 a month and the two-story rowhouses from \$14.00 to \$100.00 a month. The company also provided the inhabitants with a physician and medicines.

Pullman attracted wide attention as a model community. In the fall of 1884 representatives of the labor bureaus of thirteen States and Carroll D. Wright, U. S. Commissioner of Labor, visited and studied the town. Their report was generally favorable. They found the rentals a little higher than in nearby Chicago but noted that Pullman's inhabitants enjoyed broad avenues, parks, prompt collection of garbage, and many other advantages that workingmen could not obtain in Chicago. The most serious criticism was that the residents had little or no voice in the conduct of community affairs. They could not own property in the town, they had no say in its government, the company controlled all media of opinion, and they lived under the strict paternalistic guardianship of George M. Pullman. A New York Sun correspondent who visited the community in 1885 found it to be a beautiful and healthy "Philanthropic Monopoly." Ruling his domain like a feudal lord, Pullman called his employees "my children."

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Railway Strike of 1894 and End of Company Ownership

Although George M. Pullman had no use for unions, some 2,500 of his employees joined Eugene V. Debs' American Railway Union in March, 1894. The Pullman strike broke out on May 11, 1894, when the company laid off one-third of its men and cut the wages of the rest from 30% to 40% as the result of a deepening depression. At the same time the company made no reductions in the rent charged for company houses or in the price of goods sold at the company stores. In June the American Railway Union came to the support of the Pullman strikers and the strike soon became nation-wide on the railroads. As the result of the intervention of the Federal Government the strike was broken in July and the men were compelled to return to work on the terms of the railroad companies.

In 1895 the Illinois Supreme Court ruled that the Pullman Company must dispose of all of its lands, houses, and buildings not strictly employed in manufacturing, thus marking the beginning of the end of company-ownership of the town of Pullman. The population, which numbered about 12,000 in 1895, gradually declined to about 10,000 by 1905. In 1907 the houses in Pullman were sold to the tenants for the equivalent of 100 months rent, meaning a price in some cases of about \$1,500.00. In 1889 Pullman and Hyde Park were annexed to the city of Chicago.

Architectural Work of Solon Spencer Beman (1853-1914)

Solon S. Beman was born in Brooklyn, New York in 1853. From 1871 to 1877 he studied and worked for the architect Richard Upjohn, Senior, in New York City. Through a friend, the landscape engineer Nathan F. Barrett, he met the industrialist George M. Pullman and was invited to submit drawings for a dwelling to be built on Pullman's estate at Elburon, New Jersey. Pullman was so impressed with these plans that he commissioned the 26-year old architect to design all the structures for him in the proposed industrial town of Pullman, near Chicago. Beman moved to Chicago for this purpose in 1879; construction of the town began in 1880 and was largely completed by 1885. From this time on, Beman's architectural practice flourished.

Shortly after finishing Pullman, Beman also designed a similar model company town for the Proctor and Gamble Company, called "Ivorydale," comprised of 40 large stone buildings near Cincinnati. In Chicago he designed the nine-story Pullman Office Building (1883); the first Studebaker Building (1884) at 410 South Michigan; the second Studebaker Building (1895) at 628 South Washbash; and the Grand Central Station of Chicago (1889-90). In the late 1880's he also designed the large and luxurious Lincoln, Kimball, Pullman, and Torrence residences in Chicago. Beman served on the board of architects who designed the Chicago World's Fair buildings of 1893 and was responsible for the Mines and Mining Building and Merchant Tailors' Building at that Fair. His Merchant Tailors' Building became the prototype of Christian Science churches

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which were later to be erected in many different cities throughout the United States. Beman designed six such churches in Chicago and served as architectural consultant and advisor on the planning and construction of the Mother Church in Boston in 1906.

Some of Beman's larger projects in cities other than Chicago include: the Public Library at Bradford, Connecticut; the 14-story Pabst Office Building (1891) in Milwaukee; the Bee Building in Omaha; the 13-story Pioneer Press Building (1888) at St. Paul; the 10-story Michigan Trust Company Building (1891) in Grand Rapids; the Batavia Bank Building (1887) at La Crosse, Wisconsin, and the 16-story Berger Building (1906) in Pittsburgh, Pennsylvania. Beman died on April 24, 1914.

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9. Major Bibliographical References - continued

Mrs. Duane Doty, Pullman Illustrated (Chicago, 1893), a guide book.

Richard T. Ely, "Pullman; A Social Study," Harper's New Monthly Magazine, LXX (February, 1885), 452-66

Irving K. Pond, "America's First Planned Industrial Town," The Illinois Society of Architects Monthly Bulletin, June-July, 1934, 6-8.

Robert M. Lillibridge, "Pullman: Town Development in the Era of Eclecticism," Journal of the Society of Architectural Historians, XII, No. 3 (October, 1953), 17-22.

William T. W. Morgan, "The Pullman Experiment in Review," Journal of the American Institute of Planners, XX(1954), 27-29.

Henry F. Withey and Elsie R. Withey, Biographical Dictionary of American Architects (Los Angeles, 1956), 49-50.

Arthur Siegel, Editor, Chicago's Famous Buildings (Chicago, 1965).

Almont Lindsey, The Pullman Strike (Chicago, 1942).

Thomas G. Manning, The Chicago Strike of 1894 (New York, 1960).

Ida M. Tarbell, The Nationalizing of Business, 1878-1898 (New York, 1944), 176-77.

Harold U. Faulkner, Politics, Reform, and Expansion (New York, 1959), 170-71.

"The Arcadian City of Pullman," Agricultural Review, January, 1883, 69-89.