



A Brief History of Logan Square



1836

Pioneers Martin Kimbell and Sarah Smalley-Kimbell from New York establish the first farm in the area surrounded by Kimball/Diversey, Fullerton, and Hamlin Avenues.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1850

Construction of NW Plank (toll) Road along Native American trail with approximately 27 miles of wood planking from downtown Chicago to Wheeling, Illinois. It provided the city access to hay and vegetable farms.

1800

1825



1875

1900

1925

1950

1975

2000



1870-1890

Creation of the Chicago Boulevard System. The boulevards and parks of the West Park System, including Logan Square, were designed by William LeBaron Jenney and landscape architect Jens Jensen.

1800

1825

1850

1875

1900

1925

1950

1975

2000



PRAIRIE

KIMBELL FARM

1881

The Kimbell Family farm (from which we get “Kimball” Ave.) sits among an increasingly subdivided area near wide open prairie east of Kedzie.

1800

1825

1850

1875

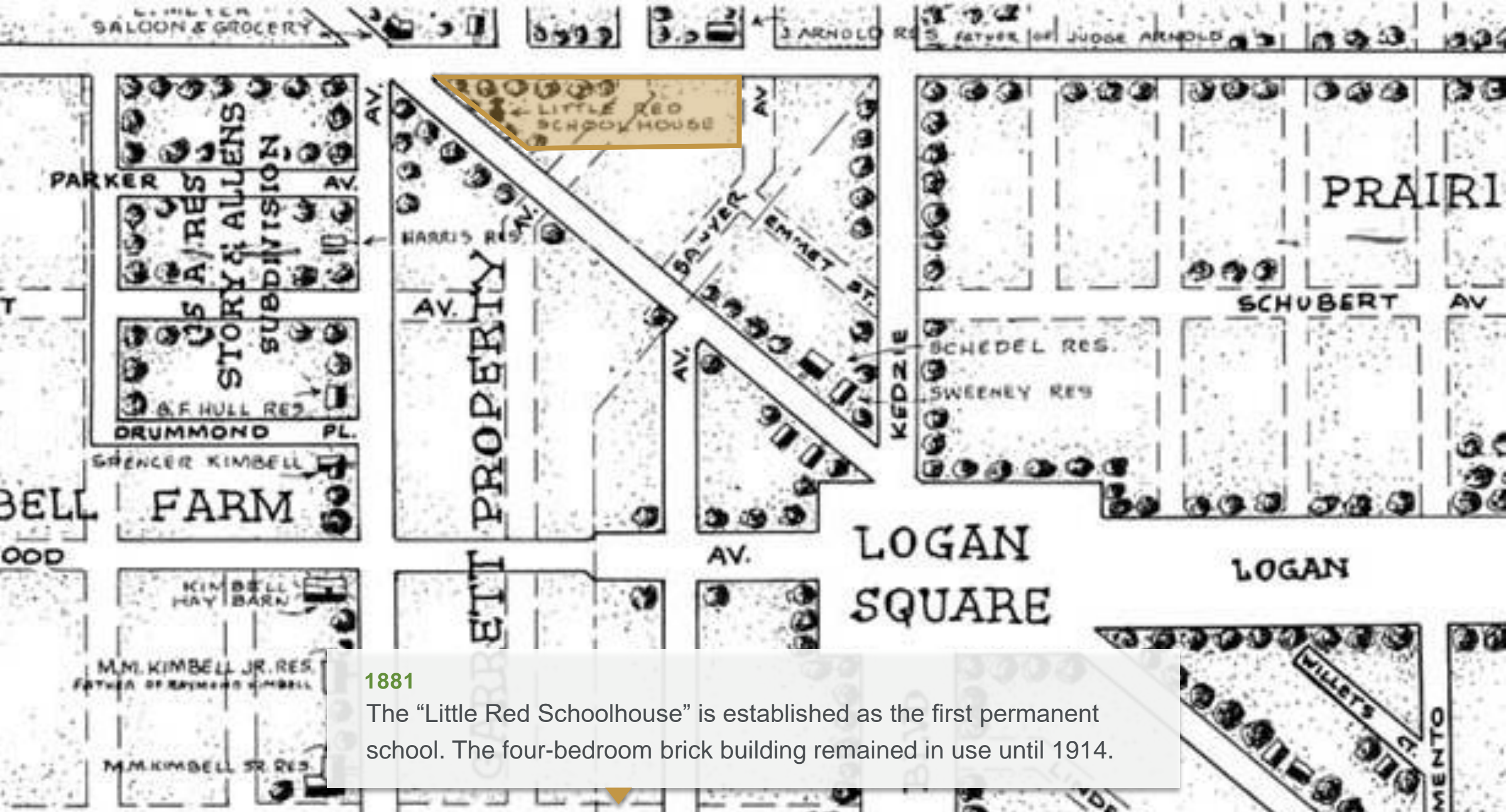
1900

1925

1950

1975

2000



1881

The “Little Red Schoolhouse” is established as the first permanent school. The four-bedroom brick building remained in use until 1914.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1889

The town of Jefferson and Maplewood are annexed into the city of Chicago, forming the community of Logan Square.

1800

1825

1850

1875



1900

1925

1950

1975

2000



1889

Logan Square is named after John Alexander Logan, Civil War general, state senator, congressman, national senator, Commander-in-Chief of the Grand Army of the Republic, and founder of Memorial Day.

1800

1825

1850

1875



1900

1925

1950

1975

2000



1895

The Metropolitan Elevated begins running trains from the Loop to Logan Square, establishing the area as an important destination and transfer point.

Pictured: The Logan Square elevated terminal

1800

1825

1850

1875

900

1925

1950

1975

2000



1915-1918

Construction of the Illinois Centennial Monument designed by architect Henry Bacon with sculpture by artist Evelyn Longman. This monument honored a century of statehood and Illinois' contributions to the Union from the 1818 to 1918.

1800

1825

1850

1875

1900

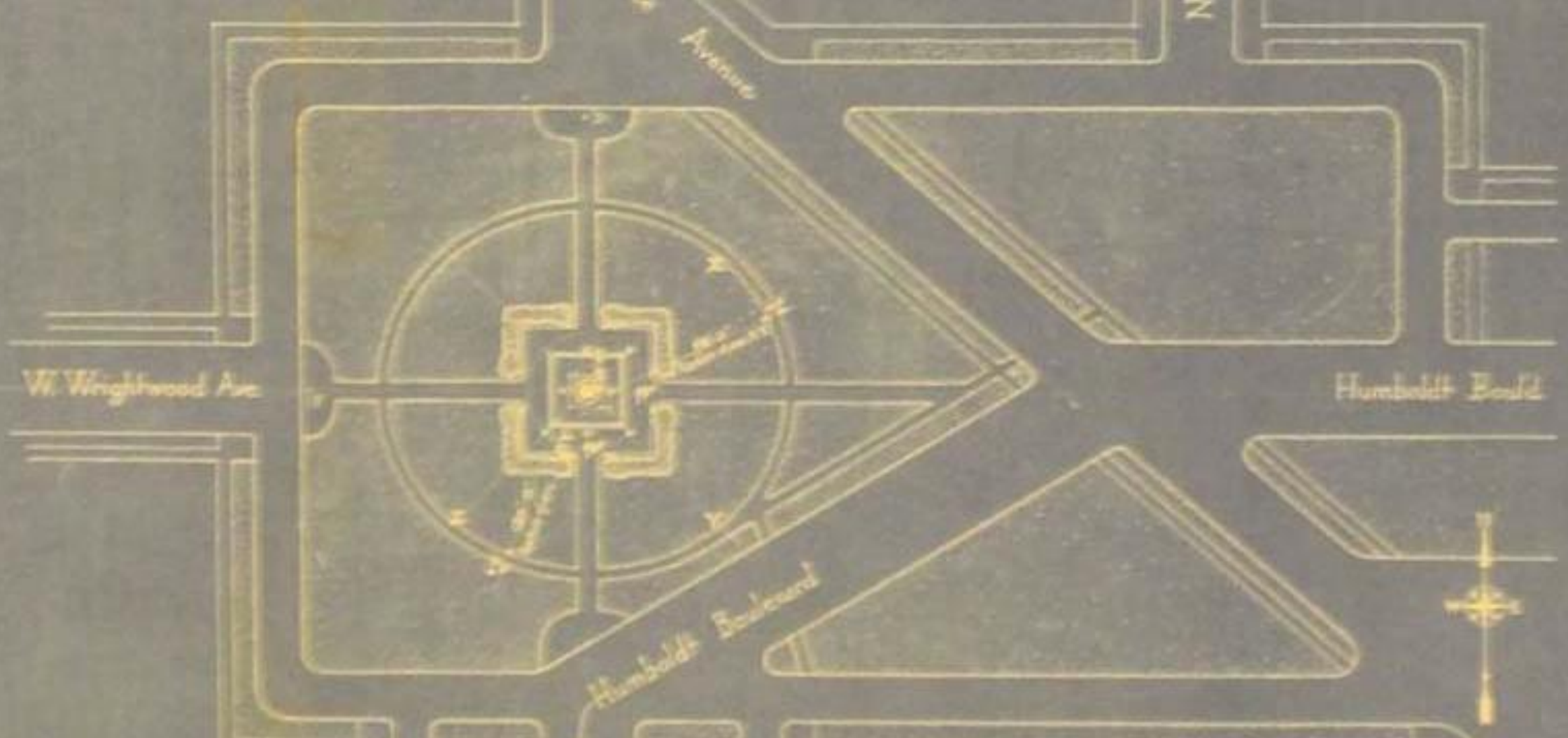


1925

1950

1975

2000



1915-1918

Original Plan of the Centennial Monument

Note: "Humboldt Boulevard" is a two-way roadway that crosses the Square at a diagonal. Also notice the radii of the corners.

Showing location of monument and approaches.

1800

1825

1850

1875

1900



1925

1950

1975

2000



1915-1918

View looking NE along Humboldt Boulevard as it crosses the Square diagonally.

1800

1825

1850

1875

1900

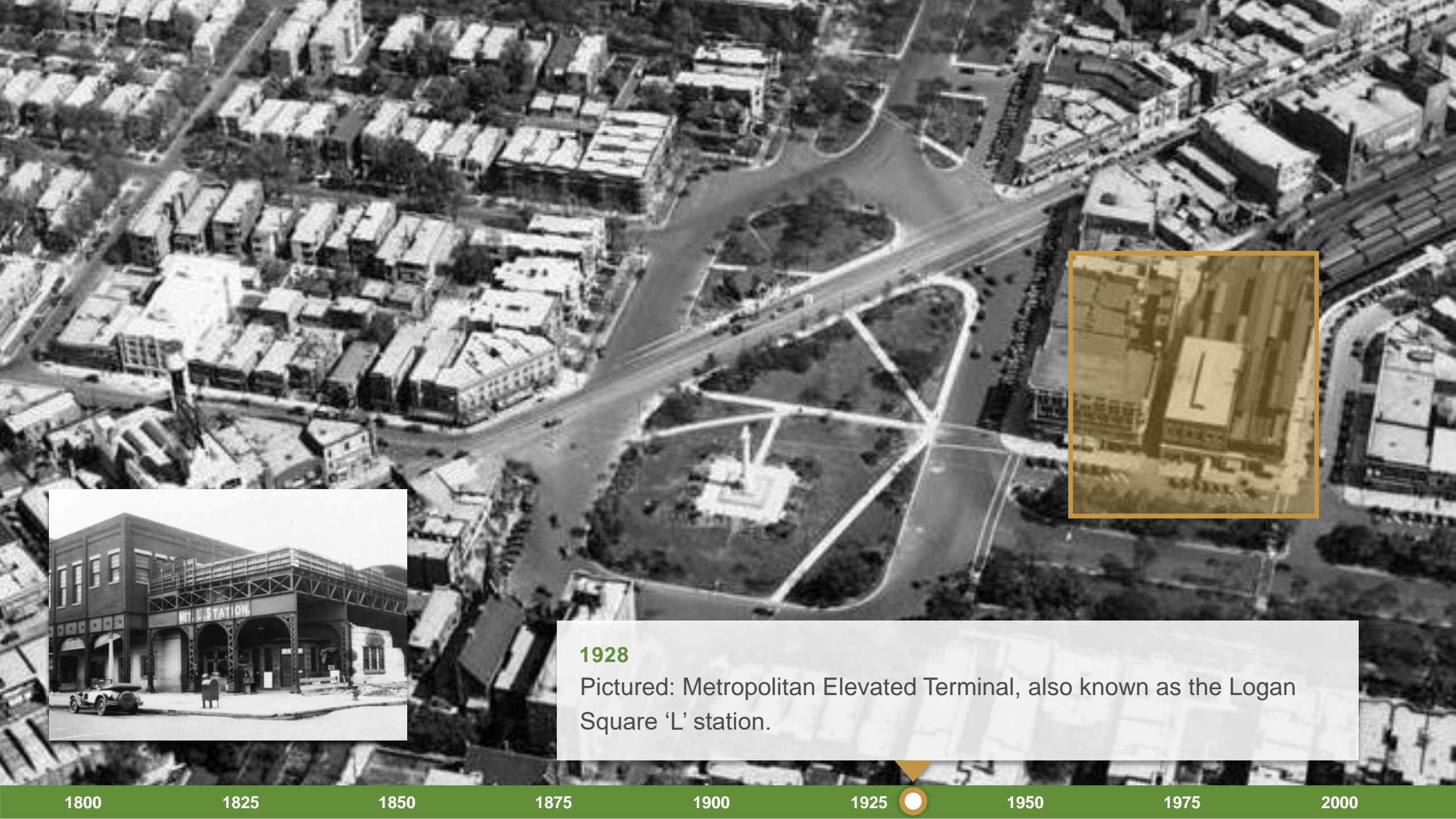


1925

1950

1975

2000



1928

Pictured: Metropolitan Elevated Terminal, also known as the Logan Square 'L' station.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1929

Historic Milwaukee Avenue buildings front the Square.

Note: The buildings continue along the edge of the Square.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1929

“Bird’s Eye” view looking east.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1929

Sol. H Goldberg commissions architects Leichenko and Esser to design the landmark Art Deco building, the area's tallest structure constructed at 2800 N. Milwaukee Ave.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1940s-1950s

Streets are widened around the Square. Contemporary lighting replaces the historic lamps.

1800

1825

1850

1875

1900

1925



1950

1975

2000



1950-1960

Boulevards are widened and Interstate 94 was constructed.

Pictured: Construction crews excavating Milwaukee Avenue through Logan Square for the new subway stations.



1968

Construction of the Blue Line.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1965-1970

The new CTA Blue Line extension to Jefferson Park was constructed.

1800

1825

1850

1875

1900

1925

1950

1975

2000



1985

Logan Square Boulevards Historic District was designated as a National Register of Historic Places.

1800

1825

1850

1875

1900

1925

1950

1975



2000



2003

The Milwaukee-Kimball-Diversey Landmark District of commercial buildings is created through the efforts of the community and the city.

1800

1825

1850

1875

1900

1925

1950

1975

2000

Logan Square

Then and Now





THEN—1922

View looking south along Milwaukee Avenue from the SE corner of the Square.



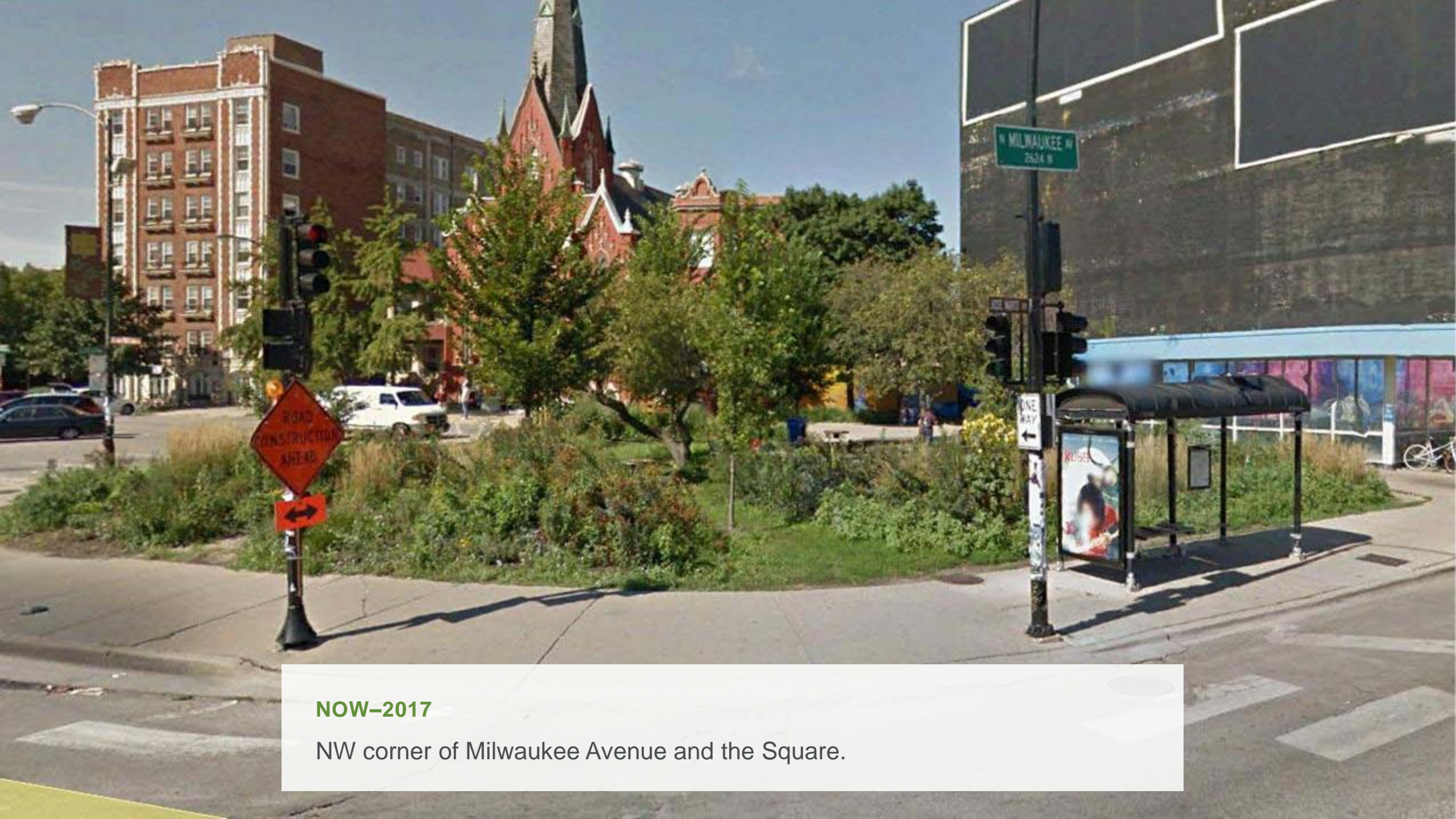
NOW—2017

View looking south along Milwaukee Avenue from the SE corner of the Square.



THEN—1922

NW corner of Milwaukee Avenue and the Square.



NOW—2017

NW corner of Milwaukee Avenue and the Square.

Thank you

The Chicago Department of Transportation wishes to acknowledge the assistance of the following:

- The City of Chicago
DPD Historic Preservation Division
- Chicago Park District Archive at the Art Institute
- CTA Archive
- Chicago Tribune
- The Chicago History Museum
- Andrew Schneider Logan Preservation