

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name Atlantic Greyhound Bus Terminal

other names/site number \_\_\_\_\_

### 2. Location

street & number 109 Martin Luther King, Jr. Boulevard

<input type="checkbox"/>	not for publication
<input type="checkbox"/>	vicinity

city or town Savannah

state Georgia code GA county Chatham code \_\_\_\_\_ zip code \_\_\_\_\_

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
 I hereby certify that this  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  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     local

Dr. David C. Crass \_\_\_\_\_ 24 Oct 2016  
 Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date  
 Historic Preservation Division, Georgia Dept. of Natural Resources  
 State or Federal agency/bureau or Tribal Government

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:)

For Edson H. Beall \_\_\_\_\_ 12-13-16  
 Signature of the Keeper    Date of Action

Atlantic Greyhound Bus Terminal  
 Name of Property

Chatham County, Georgia  
 County and State

**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

**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	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	<b>Total</b>

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

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions.)

TRANSPORTATION/road-related  
COMMERCE/TRADE/restaurant

**Current Functions**  
 (Enter categories from instructions.)

COMMERCE/TRADE/restaurant

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions.)

MODERN MOVEMENT/Streamline Moderne

**Materials**  
 (Enter categories from instructions.)

foundation: BRICK

walls: BRICK

roof: ASPHALT

other: \_\_\_\_\_

Atlantic Greyhound Bus Terminal  
Name of Property

Chatham County, Georgia  
County and State

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Atlantic Greyhound Bus Terminal is a Streamline Moderne-style building of brick construction with a flat roof and tall parapet wall. The former bus terminal is situated within a commercial row of buildings just outside of the Savannah Landmark Historic District near an industrial section of the city. The façade of the building faces east onto Martin Luther King, Jr. Boulevard. The curvilinear façade of the building features a long horizontal window with stainless-steel framing that terminates at one end in the recessed main entrance and at the other end in a half circle – a geometric motif that is continued on the north side of the building with a large, steel-framed circular window. A concrete passenger concourse covered by a flat-roof canopy, supported by round metal poles, extends along the north and west sides of the building. Three sets of paired doors open from the primary concourse on the north side into the main terminal waiting room – a single door opens from the concourse on the west side of the building into what was the segregated waiting room at the rear of the building. The interior of the building retains its floor plan and most of its terrazzo floors, concrete floors, Masonite walls, and plaster walls. The building retains a high degree of integrity.

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### Narrative Description

*The following description was prepared by Bob Ciucevich, consultant, with editing by Lynn Speno, Historic Preservation Division. The draft July 31, 2014 "Atlantic Greyhound Bus Terminal" National Register of Historic Places Registration Form is on file at the Historic Preservation Division, Department of Natural Resources, Stockbridge, Georgia.*

Built in 1938, the Atlantic Greyhound Bus Terminal is a Streamline Moderne-style former bus terminal located at 109 Martin Luther King, Jr. Boulevard in Savannah's downtown commercial district. The building faces east and extends back to Laurel Street. Built of brick, the building has a flat, built-up roof with a high, flat, brick parapet along the principle streetscape (photographs 1 and 2). The curvilinear façade of the building, which articulates the space of the original restaurant and lunch counter, features a long horizontal window with stainless-steel framing that terminates at one end in the recessed main entrance and at the other end in a half circle – a geometric motif that is continued on the north side of the building with a large, steel-framed circular window located in the center of the end wall (photograph 2). Replacement steel doors were installed in the original entrance. The signature Greyhound Lines dog logo, executed in terrazzo, remains in the floor at the entrance (photograph 5).

Originally, a curvilinear, stainless-steel, flat-roof canopy extended along the length of the façade, transitioning into a curve at the south end above the entrance and turning upward into a 22-foot-tall vertical marquee bearing the letters G-R-E-Y-H-O-U-N-D. Before the recent rehabilitation, only the steel-frame structure of the canopy remained. The cantilevered steel-and-aluminum canopy with curvilinear marquee, with the letters G-R-E-Y, was rebuilt utilizing the extant remaining fabric (photograph 4). The original structural-glass panel exterior – which featured blue Vitrolux panels along the upper façade and ivory Vitrolite panels along the lower façade beneath the canopy – had been replaced with a stucco exterior during the 1970s. In the 2015 rehabilitation, the exterior of the building was restored to its original look with structural-glass panels in signature Greyhound blue and ivory re-installed on the façade.

The building was built as a "parallel loading unit" – a standardized type of bus terminal developed by Greyhound architects for terminals situated between two existing buildings. Typically, the terminal would be built along the exterior wall of an adjacent commercial building with the bus driveway along the opposite side, which allowed the buses to park parallel to one another for passenger loading and unloading. The Savannah terminal is situated along the south side of the lot with the bus driveway running along the north side. Buses

Atlantic Greyhound Bus Terminal

Name of Property

Chatham County, Georgia

County and State

entered the terminal driveway from the west along Laurel Street and exited onto West Broad Street (now Martin Luther King, Jr. Boulevard) via the covered drive-through. The covered, concrete passenger concourse extended the length of the "waiting room for white patrons" along the north side of the building and wrapped around to the west elevation where it extends the length of the smaller "waiting room for colored patrons." The curbed concrete concourse transitions into two concrete bus bays on the west elevation in which an extension of the canopy extends along the north wall of the adjacent building. The frame, flat-roof concourse canopy is steel-reinforced and is supported by round steel columns with rounded concrete bases (photographs 16 and 17).

On the north side of the building, the canopied bus drive-through is located close to Martin Luther King, Jr. Boulevard (photograph 6). The unbroken rectangular parapet of the drive-through contrasts with the building's rounded corners and curvilinear windows. A small portion of the north elevation – the rounded north wall of the building located underneath the bus drive-through – originally had an ivory Vitrolite panel exterior. It was removed and covered with stucco in the 1970s and then replaced with ivory structural-glass panels in the 2015 rehabilitation. A new retractable security gate is located in the drive-through (photograph 7).

The north and west elevations of the terminal retain their painted brick exteriors, flat brick parapet with metal coping, steel window and door frames, and steel-awning and factory-sash windows. The original set of three paired doors that opened into the central terminal waiting room from the passenger concourse along the north elevation were removed during the 1970s and the openings enlarged to accommodate roll-up garage bay doors when the building was converted for use as an automobile garage. The door openings have been restored to their original dimensions and a set of three, paired, stainless-steel doors with metal framework and transoms were replicated to match the original and installed along the concourse (photographs 9 and 14).

The only exterior addition to the building in the recent rehabilitation was the installation of a new steel stair to provide direct access to the former penthouse office that has been converted into a prep kitchen (photographs 11 and 61). In order to install the new stair, a cut out was made in the west side parapet of the canopy. The lower leg of the access stair runs along the north wall of the existing drive-through to a floating mid-level landing that culminates in a short stairway leading to the roof (photograph 11).

### Interior

Originally, the floor plan of the building consisted of an entry foyer from Martin Luther King, Jr. Boulevard, adjacent to the restaurant/lunch counter at the front of the building, with the ticket counter and baggage room located behind the restaurant. The middle section of the terminal was a large waiting room for white patrons that had an immense steel-frame-and-glass skylight located in the center of a two-story ceiling. The back of the building had a small waiting room with rear entrance flanked by single occupancy bathrooms for black patrons – the waiting room was eliminated c.2000 when the bathrooms were enlarged. Two stairs flanked the waiting room for black patrons – one ascending (on the north side) to the mezzanine level ladies toilet and lounge (for white patrons), the other descending (on the south side) to the cellar level men's bathrooms (for white patrons), boiler room, and two small storage rooms.

The interior of the building has both terrazzo and concrete floors, plaster walls, and "Presdwood" wall panels (Masonite) with polished steel inlay, and plaster ceilings. Prior to the recent rehabilitation, most material finishes were intact and in fair to good condition with the exception of the plaster ceilings which were largely removed c.2000 as a result of water infiltration from the severely deteriorated roof. Damaged plaster ceilings were repaired as needed and those ceilings that were lost due to water damage were replaced in kind. A common use of finish materials and color scheme for the walls and floors visually unifies the entry foyer, ticket office, and central passenger waiting room – the major public spaces of the terminal. The floor is a two-tone terrazzo of black and red, while the walls are faced with Masonite "Presdwood" in two colors – a reddish brown for wall panels and black for trim panels along the frieze, baseboards, and the series of pilasters along the walls. Masonite wall panels also feature a stainless-steel inlay and metal cornice molding throughout.

Atlantic Greyhound Bus Terminal

Chatham County, Georgia

Name of Property

County and State

The interior retains its floor plan with some minor additions. A new partition wall with cased opening divides the original entry foyer into a foyer/hostess station and a small dining area (photographs 23 and 24). Beside the entry foyer is the original restaurant space, accessed by original steel door with transom (photographs 25 and 26). The restaurant space includes a counter, now bar, along the west side of the room. Booths are located in front of the long, horizontal, front window. The contours of the room correspond to the curvilinear shape of the façade with its rounded corners and streamlined aesthetic. Terrazzo floors remain intact. Plaster walls were repaired (photographs 27 and 28).

The original kitchen, which was combined with the original baggage room c.2000 to create a larger kitchen space for a commercial restaurant, is located behind the bar. The kitchen/baggage room was an industrial space with concrete floors and plaster walls. In the recent rehabilitation, the kitchen was expanded by incorporating the former ticket counter and ticket office via a cased opening in the walls to create a prep station. The essence of the ticket counter remains intact (the framework and curved Masonite exterior), while a curvilinear, metal-framed glass screen was added to enclose the upper section of the ticket counter (photographs 33 and 34). The original metal door to the office remains (photograph 31).

Adjacent to the foyer and ticket office is the original main passenger waiting room in the center of the terminal. The space transitions to a two-story ceiling with skylight (photograph 40). The plaster upper walls of the waiting room have rounded corners and extend a few inches beyond the plane of the lower level wall. A series of Masonite-clad pilasters appear to support the upper level walls (photograph 41). The lower half of the walls are Masonite. The panels along the north wall of the room were removed during the 1970s when the original set of concourse doors were also removed and the openings expanded to accommodate larger auto bay doors. The panels have been replicated and the door openings returned to their original configuration (photographs 41-43).

West of the passenger waiting room is the separate original "colored waiting room", which is located on the ground floor of a three-tier section at the rear of the terminal. A centered anteroom outside of the waiting room – flanked by the ascending and descending stairs to the mezzanine and basement, respectively – features recessed areas on each side, which originally had lockers and a telephone booth (photographs 47 and 49). The original small waiting room with rear entrance was eliminated c.2000 when the bathrooms were enlarged. Plaster perimeter walls and ceilings, terrazzo floors, and original hollow-metal door with steel frame and transom remain (photographs 47 and 48). The essence of the original "colored waiting room has been re-established through the removal of the enlarged bathrooms and narrow hall, and the reconstruction of single-occupancy bathrooms on each side of the original waiting room space, although the new bathrooms are slightly larger than the footprint of the original bathrooms in order to achieve ADA compliance (photograph 49).

On the south side of the waiting room is a descending stairway leading from the rear of the main passenger waiting room to the basement level where the men's restroom for white patrons and boiler room were located. The stair retains its plaster walls with ceramic tile wainscot, stainless-steel railings, and steel treads (photograph 50). This level continues its use as a restroom and retains its brick walls and concrete ceilings and floors. Steel door frames and hollow-metal doors – to the former janitor's closet (photograph 53), adjacent storage room (photograph 56), and boiler room (photograph 54) remain.

Leading from the rear of the main passenger waiting room to the mezzanine level is an ascending stairway where historically the women's restrooms for white patrons were located (photograph 57). The stair, which retains its plaster walls with ceramic tile wainscot, stainless-steel railings, and steel treads, opens into the former lounge. The lounge retains its plaster walls and green ceramic tile wainscot in addition to hollow-metal doors, and terrazzo floors (photograph 59). The lounge and toilet room were combined in the recent rehabilitation to create a private dining area (photograph 60) by means of a cased opening in the partition wall separating the two rooms (photograph 58).

Atlantic Greyhound Bus Terminal  
Name of Property

Chatham County, Georgia  
County and State

**8. Statement of Significance**

**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.)

Property is:

- 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.)

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

1938-1965

**Significant Dates**

1938-date of construction

1965-Greyhound vacates the building

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Artley, Will H., contractor

Brown, George D., architect

**Period of Significance (justification)**

The period of significance is from the date of construction in 1938 to the closing of the bus terminal in 1965.

**Criteria Considerations (explanation, if necessary)**

N/A

Atlantic Greyhound Bus Terminal  
Name of Property

Chatham County, Georgia  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Atlantic Greyhound Bus Terminal is significant under Criterion C at the local level in the area of architecture as a rare local example of the Streamline Moderne style of architecture. Completed in 1938, the building features the company's characteristic ivory-and-blue color scheme on the exterior. The curvilinear façade of the building, which articulates the space of the original restaurant and terminal lunch counter, features a long horizontal window with stainless-steel framing that terminates at one end in the recessed main entrance and at the other end in a half-circle. The building is an exceptional design by nationally-regarded Greyhound Lines architect George D. Brown and retains a high degree of integrity. The Atlantic Greyhound Bus Terminal is significant at the local level under Criterion A in the area of transportation for its role as the hub of inter-city bus traffic for the Savannah community from 1938 until 1965. When the Atlantic Greyhound terminal first opened in 1938, the station handled over 75 arrivals and departures a day, which included different trips of the associated Atlantic and Southeastern Greyhound Lines, Savannah Beach Bus Lines, and competitor Southeastern Stages. This terminal served Savannah until 1965 when the Greyhound Corporation opened a new terminal on Oglethorpe Avenue.

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

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The Atlantic Greyhound Bus Terminal is significant under Criterion C at the local level in the area of architecture as a rare local example of the Streamline Moderne style of architecture in Savannah. Completed in 1938, the building features the company's characteristic ivory-and-blue color scheme on the exterior. The curvilinear façade of the building, which articulates the space of the original restaurant and terminal lunch counter, has a long horizontal window with stainless-steel framing that terminates at one end in the recessed main entrance and at the other end in a half-circle. The building is an exceptional design by nationally-regarded Greyhound Lines architect George D. Brown and retains a high degree of integrity.

As the boom years of the 1920s turned into the economic depression of the 1930s, the showy Art Deco style, which had been popular in the 1920s, gave way to a new style of architecture known as Streamline Moderne. Architects used soft rounded corners, plain walls without significant ornamentation, horizontal bands of windows, flat roofs, and curved canopies to express fluidity and motion. The Atlantic Greyhound Bus Terminal in Savannah is an excellent example of the Streamline Moderne style and is considered to be one of the finest examples in Georgia. Inclusion in David Gebhart's book *The National Trust's Guide to Art Deco in America* – some of the country's most significant Art Deco- and Streamline Moderne-style buildings – attests its importance as Georgia's sole representative example of the Streamline Moderne style in the book. The building's curvilinear façade, long horizontal window with stainless-steel framing, curvilinear stainless-steel canopy with 22-foot-tall marquee, flat roof, parapet, and smooth rounded corners all contribute to a feeling of motion that is a hallmark of the style.

Atlantic Greyhound Bus Terminal

Name of Property

Chatham County, Georgia

County and State

Besides the much larger W.S. Arrasmith-designed station in Atlanta (1940) – which was demolished in 2007, the Savannah terminal is the only Greyhound station in Georgia to feature the company's characteristic ivory-and-blue color scheme. In his book *The Streamline Era Greyhound Bus Stations: the Architecture of W.S. Arrasmith*, Frank Wrenick states "although the blue terminal theme was eventually dropped, streamline design remained Greyhound's underlying corporate architectural theme". This is evident in the Georgia Greyhound stations in Columbus and Toccoa. Built during the 1940s, the Columbus station is clad in buff-colored brick, while the Toccoa station is clad in a fairly atypical red brick. While the Columbus station features characteristic Streamline Moderne-style elements such as rounded corners, glass block, and stainless-steel canopies and marquee, the Toccoa station is practically devoid of stylistic characteristics altogether.

Initially Greyhound generally built two types of terminals. One was called a "parallel loading unit" – for sites located within the interior of a block of commercial buildings. The second type was the "island" type, which was usually constructed in large towns or cities where an appropriate lot with proper access could be obtained. The later "L-plan" terminals appear to have been built on corner lots in small to middle-size cities.

Architectural surveys of Savannah have identified two other Streamline Moderne-style influenced buildings in downtown Savannah. The first is the commercial building at 2 E. Broughton Street, the former Lerner Shops Apparel Store, remodeled by the local architectural firm of Cletus Bergen in 1947. The second is the building at 222 Bull Street, the c.1818 Savannah Theater, remodeled for the third time in 1950 by the prolific local architectural firm of Helfrich and Grantham.

The Atlantic Greyhound Bus Terminal represents a more refined and fuller expression of the style. Based on its exceptional design by nationally-regarded Greyhound Lines architect George D. Brown, degree of integrity, location along an important downtown corridor, and its history and association with the regionally significant Atlantic Greyhound Lines, the Atlantic Greyhound Bus Terminal is the most significant example of Streamline Modern-style architecture in Savannah.

Local newspapers lauded the accomplishments of Atlantic Greyhound Corporation architect George D. Brown, designer of the Savannah terminal. One such article, published in the June 4<sup>th</sup> edition of the *Savannah Morning News* under the title "Depot Designed as One of Sixty - Architect G.D. Brown Expert in Line", reported his success as follows:

George D. Brown of Charleston, W. Va., architect of the Greyhound Lines, who designed and drew the specifications for the new Greyhound Bus Depot at 109 West Broad Street which is opening today, has drawn the plans for probably more bus stations than any architect in the South.

The new local bus station, one of the most attractive and modernistic in style and replete in furnishings of any in the Southeast, is but one of sixty which was planned and built under the general supervision of Mr. Brown. These sixty bus terminals are located in fourteen states stretching from West Virginia around the Atlantic and Gulf coasts and through the deep South to Texas.

Mr. Brown became associated with Arthur M. Hill of Charleston, W. Va., president of the Atlantic Greyhound Lines, eight years ago. He is an architect of distinction and wide reputation.

In addition to the Savannah terminal, other bus stations credited to Brown include the Streamline Moderne-style stations in Columbia, South Carolina, and Blytheville, Mississippi, as well as the stations in Charleston and Spartanburg, South Carolina, Bristol, Virginia, Winston-Salem, North Carolina, Charleston, West Virginia, and New Orleans, Louisiana.



Atlantic Greyhound Bus Terminal

Chatham County, Georgia

Name of Property

County and State

The Atlantic Greyhound Bus Terminal is significant at the local level under Criterion A in the area of transportation for its role as the hub of inter-city bus traffic for the Savannah community from 1938 until 1965. Savannah, the county seat of Chatham County, was among the larger cities in the Southeast in which Greyhound built one of these new stations. Savannah was at the junction of two major federal highways: U. S. Highway 80, which runs from the Atlantic coast (Tybee Island) to San Diego, California, and U.S. Highway 17 – the “Ocean Highway”, which runs along the Atlantic Coast from Punta Gorda, Florida to Virginia. Savannah’s location made it an ideal stop for inter-city bus lines, including the Atlantic Greyhound Lines. When the Atlantic Greyhound terminal first opened in 1938, the station handled over 75 arrivals and departures a day, which included different trips of the associated Atlantic and Southeastern Greyhound Lines, Savannah Beach Bus Lines, and competitor Southeastern Stages, to any destination in the country. This terminal served Savannah until 1965 when the Greyhound Corporation opened a new, more modern terminal along Oglethorpe Avenue.

Savannah’s first bus line company – Coastal Transit Company, was established by real-estate magnate Howard Coffin in 1923 to provide service between Savannah and Brunswick, Georgia and Jacksonville, Florida. This initial bus company operated without terminal facilities and instead picked up passengers along the street outside of major hotels. Savannah got its first bus terminal in 1927 when Camel City Coach Company cooperated with Coastal Transit Company in the installation of a ticket office and waiting room in the basement of the Savannah Hotel. A second bus terminal was established in the Blun Building in 1929 when Florida Motor Lines inaugurated service from Miami to Savannah in competition with Coastal Transit. The establishment of other bus lines resulted in several small retro-fitted “terminals” scattered throughout the city. In 1934 the various bus lines serving Savannah cooperated in establishing a joint terminal in a remodeled space at 111 Bull Street.

Having purchased a controlling interest in the Atlantic Greyhound Lines in 1936 (in addition to most of the other lines serving Savannah), the Greyhound Corporation built the first bus terminal in Savannah specifically designed to accommodate inter-city bus travel on West Broad Street (now Martin Luther King Jr. Boulevard) near the downtown business district in 1938. An article in the June 3<sup>rd</sup> edition of the *Savannah Evening Press* announcing the June 4<sup>th</sup> opening described the “modernistic building” as being “the most modern, complete and attractive motor bus terminal facilit(y)” and proclaimed it as being “one of the finest bus stations in the South.” In addition to the article – which included a detailed description of the building, a ¼-page ad heralded with great fanfare the opening of the terminal the following day:

Greyhound presents SAVANNAH’S NEW BUS TRAVEL CENTER. GREYHOUND opens with great pride a new gateway to all America – Savannah’s new, modern bus terminal. From this travel center, Greyhound’s huge fleet of streamlined Super-Coaches, Zephyrs, and other modern coaches provide scenic, low-cost, comfortable transportation to all parts of the nation. In fact, you can travel by Greyhound – the biggest bus system in the world – at only one-third the cost of driving your own car. Start your next trip right – at the new Greyhound Bus Terminal!

The following day, articles in the *Savannah Evening News* detailed the formal opening of the terminal that morning. An article entitled “Crowds Attend Bus Station Opening – Attractive New Terminal Put into Service This Morning,” contained the following report:

An estimated 2,000 persons visited the fine new Greyhound Bus Depot within the first hour after its formal opening at 10:00 this morning, and thousands more went there during the day. The opening exercises, which include music, favors, and gift of souvenirs, will continue until 10:00 tonight.

As indicated in newspaper reports, many prominent officials of the Atlantic Greyhound, Southeastern Greyhound, Southeastern Stages, and Savannah Beach Bus Lines were on hand for the grand opening, which

Atlantic Greyhound Bus Terminal

Name of Property

Chatham County, Georgia

County and State

was complete with live music. Among the company officials present was R.W. Boling of Jacksonville, Florida, – the division manager of Atlantic Greyhound Lines. Boling – a self-professed veteran of nearly a hundred bus station openings “from Detroit to Miami,” praised the new terminal in the *Savannah Evening Press* on June 4, conceding that “(w)hile this is not the largest, it is the finest and most up-to-date of all Greyhound depots.” Boling also stated that the Savannah terminal was the only bus station in the entire South to be “completely air conditioned” and also emphasized the “luxury and comfort of the women’s rest room and lounge.”

In addition to company officials, local dignitaries that attended the opening included Savannah Mayor Robert M. Hitch, Judge Andrew A. Smith, vice chairman of the Chatham County Commissioners, William Murphy, president of the Citizens and Southern National Bank, C.C. Curtis, president of the Savannah Electric and Power Company, and general contractor Will Artley of the Artley Company, builder of the bus terminal.

When the Atlantic Greyhound terminal first opened in 1938, the station handled over 75 arrivals and departures a day – which included different trips of the associated Atlantic and Southeastern Greyhound Lines, Savannah Beach Bus Lines, and competitor Southeastern Stages, to any destination in the country. Although Savannah did have rail service, inter-city buses provided an economical alternative to Savannah area travelers as bus fares historically were two-thirds the cost of rail fares.

The Atlantic Greyhound Bus Terminal served the Savannah community until 1965 when the Greyhound Corporation, following the full acquisition of Atlantic Greyhound in 1957 and its subsequent merger with Southeastern Greyhound in 1960 to form the new Southern Division of the Greyhound Corporation, built a new, more modern terminal on Oglethorpe Avenue within Savannah’s newly established Oglethorpe Plaza (Savannah’s first planned attempt at urban revitalization). This new terminal was able to handle the larger buses that the company used as well as reflected the corporate identity of the newly unified company with a standardized design. The revitalization of the U.S. Highway 17 entrance into Savannah, called Oglethorpe Plaza, was a factor in the relocation of the terminal. The highway was a major route along the Charleston-Savannah-Jacksonville line and the construction of a new terminal would allow for the accommodation of the larger buses then being used in a highly visible area at the entrance to the city.

The Atlantic Greyhound Bus Terminal in Savannah is one of four known bus stations built during the 1930s and 1940s in Georgia. The stations in Columbus (late 1940s) and Toccoa (c.1949) are still extant, but neither is used as a bus station today. The 1940 Atlanta station was torn down in 2007. Still functioning mid-20th century bus stations in Georgia include the Southeastern Stages station in Athens (c.1950s) and the Greyhound stations in Savannah (1965) and Columbus (c.1965-69).

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**Developmental history/additional historic context information** (if appropriate)

Eric Wickman, a Swedish immigrant, is credited with creating the inter-city bus industry in 1913. After working in the iron mines around Hibbing, Minnesota, Wickman acquired the local Hupmobile dealership. Unable to sell his sole model, Wickman decided to buy the vehicle himself and offer transportation to miners between Hibbing and the nearby town of Alice, the site of a saloon and "other exotic entertainments." As the business became more successful, Wickman established a regular schedule and eventually had to hire additional drivers and purchase more vehicles.

After divesting his interest in the Hibbing venture, Wickman joined with a competitor, Ralph Brogan, to establish the Mesaba Transportation Company, which provided bus transportation throughout western Minnesota. In 1922 Wickman sold his interest in Mesaba Transportation and relocated to Duluth, Minnesota. There he began acquiring interests in smaller bus lines, including the Superior White Company owned by Swan Caesar. At the time, most bus lines were regional and passengers had to transfer buses, often owned

Atlantic Greyhound Bus Terminal

Name of Property

Chatham County, Georgia

County and State

by different companies, to travel long distances. Wickman and Caesar developed the idea of a unified network of bus lines where passengers could buy a single ticket that would allow them easy inter-city travel. To achieve the network, Wickman and Caesar began to merge or associate with other bus lines. The Burlington Northern Railroad, desiring a bus line as a feeder to its rail service, bought 80% interest in Wickman's company in 1925, providing the necessary capital. Their plan was to join as many bus lines as possible into the system so it would cover a large part of the country.

Wickman and Caesar travelled the Midwest and the South buying, merging, and consolidating bus lines. They offered favorable stock exchanges or purchased minority interests. Often a small line held a monopoly on a certain route or city and the benefits of having the line was more economically valuable than the company's other assets. According to Carlton Jackson in his book *Hounds of the Road, A History of the Greyhound Bus Company*, Wickman's company "either owned outright or was a co-owner or had a minority interest in most of the bus operations east of the Mississippi" by the end of the 1920s.

The source of the Greyhound name is disputed. By one account, an observer watching one of Wickman's drivers hustling to keep on schedule, remarked, "Look at that thing! Faster than a greyhound." Another account, held to be more accurate, reports that Wickman's brother saw a bus reflection in a store window and thought the image resembled a greyhound dog. He and a coworker took the bus to a Fond du Lac, Wisconsin, sign painter who painted "The Greyhound" above the window. Regardless of its origin, the company adopted the name and the familiar running dog insignia appeared on all of Wickman's buses by 1926.

One of the companies that became associated with the Greyhound brand was a regional company – the Camel City Coach Company, started in Winston-Salem, North Carolina, by John Gilmer in 1925. The company was initially founded to provide service between Charlotte, North Carolina, and Martinsville, Virginia, via Winston-Salem. Within a few years Camel City expanded, mostly by acquisition, first to Mount Airy, North Carolina, then to Columbia, South Carolina, and thence to Charleston, South Carolina. In 1927 Camel City purchased the rights to the Charleston–Savannah, Georgia, route from the Thomson Transit Company. One route of interest to the Greyhound Company was the Savannah–Jacksonville, Florida route, which was acquired by Camel City from Greyhound Lines of Georgia in March 1931. Since this route was necessary to connect its interests in the Midwest and Northeast to expanding markets in the Deep South, Greyhound purchased a minority interest in the company in 1931. Having already formed initial operating ties with the Greyhound Company, Camel City Coach Lines became merged with the Blue and Gray Transit Company – a neighboring operating company based out of Charleston, West Virginia, to become Atlantic Greyhound Lines (with the consent of the parent Greyhound firm) in July of 1931. The company continued to operate with service in West Virginia, Virginia, North Carolina, South Carolina, Georgia, and Florida, including routes through Savannah, Georgia. In 1936 the Greyhound Corporation accumulated a controlling (majority) interest in Atlantic Greyhound. Having purchased the remaining minority interest in 1957, Greyhound merged Atlantic Greyhound and Southeastern Greyhound Lines in 1960 to form the Southern Division of the Greyhound Corporation, also known as Southern Greyhound Lines.

Wickman and his early successors were able marketers. They tried to give all the associated lines unifying features, including the Greyhound name and running dog insignia, uniformed drivers, and similar equipment. In the early days of inter-city bus travel, there were no established bus stations. Carriers, including Greyhound, contracted with a local business, such as a filling station, a drug store, or a restaurant, as its local stop. This informal arrangement proved inconvenient and by the 1920s, bus companies were building terminals specifically designed for bus travelers. The earliest acknowledged bus terminal was built in San Diego in 1922 by Pickwick Stages. Greyhound also began building terminals to serve its passengers. The terminals usually featured spacious and well-lit passenger waiting rooms, clean restrooms, and eating facilities. The stations were planned with off-street parking for loading and unloading. The design of bus stations was a new business

Atlantic Greyhound Bus Terminal

Name of Property

Chatham County, Georgia

County and State

for architects and Greyhound developed associations with architects around the country, including W.S. Arrasmith of Louisville, Kentucky, George D. Brown of Charleston, West Virginia, and Thomas Lamb of New York.

The Atlantic Greyhound Bus Terminal served the Savannah community until 1965 when the Greyhound Corporation, following the full acquisition of Atlantic Greyhound in 1957 and its subsequent merger with Southeastern Greyhound in 1960, formed the new Southern Division of the Greyhound Corporation and built a new, more modern terminal on Oglethorpe Avenue. This new terminal was able to handle the larger buses that the company used and reflected the corporate identity of the newly unified company with a standardized design. The revitalization of the U.S. Highway 17 entrance into Savannah, called Oglethorpe Plaza, was a factor in the relocation of the terminal. The highway was a major route along the Charleston-Savannah-Jacksonville line and was in a highly visible area at the entrance to the city.

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## 9. Major Bibliographical References

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

"Atlantic Greyhound Lines." [http://en.wikipedia.org/wiki/Atlantic\\_Greyhound\\_Lines](http://en.wikipedia.org/wiki/Atlantic_Greyhound_Lines). (accessed 06/15/14).

Ciucevich, Robert. "Atlantic Greyhound Bus Terminal." Draft *National Register of Historic Places Registration Form*, July 31, 2014. On file at the Historic Preservation Division, Department of Natural Resources, Stockbridge, Georgia.

Craig, Robert. *New Georgia Encyclopedia*. "Emerging Modernism in Architecture: Overview." (accessed October 3, 2013).

"Georgia Greyhound Bus Stations." <http://www.agilitynut.com/bus/ga.html>. (accessed July 22, 2014).

"Greyhound Bus Depot." Columbia, South Carolina. National Register of Historic Places Registration Form, December 28, 1989.

"Greyhound Lines Station." Greenwood, Mississippi. National Register of Historic Places Registration Form, May 24, 2010.

Jackson, Carlton. *Hounds of the Road: A History of the Greyhound Bus Company*. Bowling Green, OH: Bowling Green University Popular Press, 1984.

### *Savannah Evening Press*

"Bus Service had Small Beginning", June 3, 1938.

"Crowds Attend Bus Station Opening", June 4, 1938.

"Savannah's New Bus Terminal Dedication Tomorrow", June 3, 1938.

"New Bus Station is Fine Addition", June 3, 1938.

### *Savannah Morning News*

"Depot Designed as One of Sixty", June 4, 1938.

"Five Bus Lines Serve Savannah: All Operate out of Handsome New Terminal", October 27, 1938.

"New Greyhound Bus Depot Will be Opened Today", June 4, 1938.

Atlantic Greyhound Bus Terminal  
Name of Property

Chatham County, Georgia  
County and State

"Spotlight on 20<sup>th</sup> Century Historic Resources." *The Historic Review*, Savannah, GA: Metropolitan Planning Commission, Vol. 1 No. 1, p.5.

Wrenick, Frank. *The Streamline Era Greyhound Terminals: The Architecture of W.S. Arrasmith*. Jefferson, NC: McFarland & Company, Inc., 2007.

**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: \_\_\_\_\_

Historic Resources Survey Number (if assigned): N/A

**10. Geographical Data**

**Acreage of Property** Less than one acre

(Do not include previously listed resource acreage.)

**Latitude/Longitude Coordinates**

**Datum if other than WGS84:** \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- |                               |                              |
|-------------------------------|------------------------------|
| 1. <b>Latitude:</b> 32.079927 | <b>Longitude:</b> -81.097872 |
| 2. <b>Latitude:</b>           | <b>Longitude:</b>            |
| 3. <b>Latitude:</b>           | <b>Longitude:</b>            |
| 4. <b>Latitude:</b>           | <b>Longitude:</b>            |

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

The boundary is identified by a heavy black line on the attached map, which is drawn to scale.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary is the entire legal parcel associated with the property.

Atlantic Greyhound Bus Terminal  
Name of Property

Chatham County, Georgia  
County and State

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### 11. Form Prepared By

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name/title Lynn Speno, National Register Specialist  
organization Historic Preservation Division, GA Dept. of Natural Resources date October 2016  
street & number 2610 GA Hwy 155, SW telephone (770) 389-7842  
city or town Stockbridge state GA zip code 30281  
e-mail Lynn.speno@dnr.ga.gov

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### Additional Documentation

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Submit the following items with the completed form:

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

---

### Photographs:

---

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Atlantic Greyhound Bus Terminal  
City or Vicinity: Savannah  
County: Chatham State: Georgia

Photographer: Bob Ciucevich, Quatrefoil Consulting

Date Photographed: 2015

Description of Photograph(s) and number:

- 1 of 61. Main façade; photographer facing west.
- 2 of 61. Main façade; photographer facing southwest.
- 3 of 61. Entrance; photographer facing southwest.
- 4 of 61. Marquee; photographer facing north.
- 5 of 61. Floor at entrance; photographer facing west.
- 6 of 61. Drive-through; photographer facing northwest.
- 7 of 61. Retractable gate at drive-through; photographer facing west.
- 8 of 61. Retractable gate and original kitchen entrance; photographer facing south.

Atlantic Greyhound Bus Terminal

Chatham County, Georgia

Name of Property

County and State

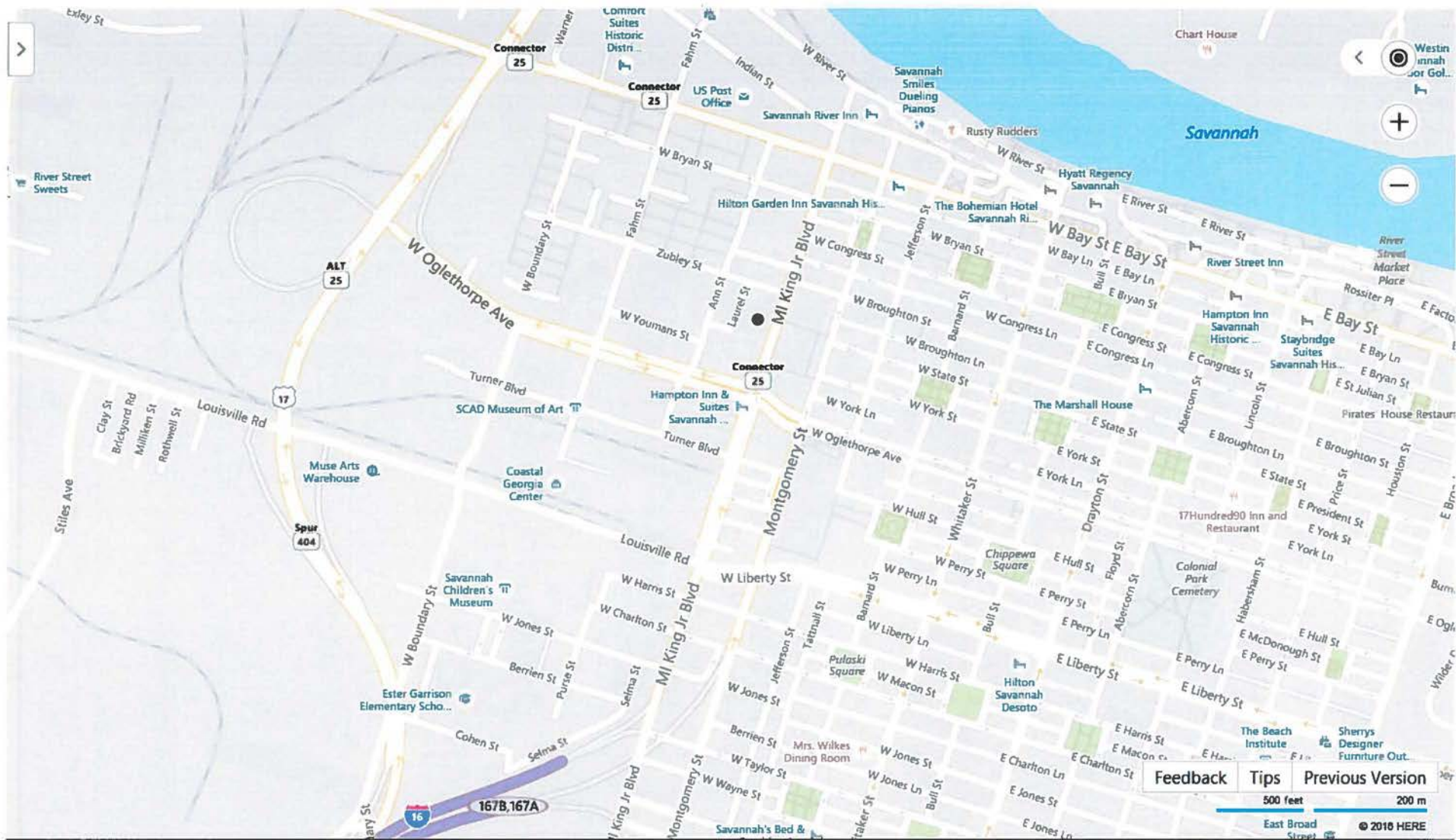
- 9 of 61. Driveway and original concourse; photographer facing southwest.
- 10 of 61. North wall of kitchen and concourse; penthouse; photographer facing southeast.
- 11 of 61. West side of drive-through and new stair to roof; photographer facing east.
- 12 of 61. Original door to kitchen off of concourse; photographer facing east.
- 13 of 61. Concourse; photographer facing west.
- 14 of 61. Concourse; photographer facing southeast.
- 15 of 61. Driveway; photographer facing east.
- 16 of 61. North elevation and concourse; photographer facing southeast.
- 17 of 61. Concourse at west end of building; photographer facing southeast.
- 18 of 61. Driveway; photographer facing east.
- 19 of 61. Driveway; photographer facing north.
- 20 of 61. West concourse; photographer facing east.
- 21 of 61. Concourse, parapet, and skylight; photographer facing southwest.
- 22 of 61. Penthouse, now prep kitchen; photographer facing southwest.

Interiors:

- 23 of 61. Entrance doors and lobby; photographer facing east.
- 24 of 61. Entrance lobby; photographer facing west.
- 25 of 61. Entrance lobby facing original diner; photographer facing northeast.
- 26 of 61. Door into diner section; photographer facing north.
- 27 of 61. Diner section; photographer facing north.
- 28 of 61. Diner section; photographer facing south.
- 29 of 61. Interior of diner to door; photographer facing south.
- 30 of 61. Entrance lobby towards main waiting room; photographer facing west.
- 31 of 61. Original door into ticket office and Masonite walls; photographer facing west.
- 32 of 61. Entrance lobby; photographer facing west.
- 33 of 61. Ticket counter and office; photographer facing east.
- 34 of 61. Ticket counter and office; photographer facing east.
- 35 of 61. Masonite walls in entrance lobby; photographer facing south.
- 36 of 61. Kitchen; photographer facing west.
- 37 of 61. Kitchen; photographer facing south.
- 38 of 61. Kitchen with original door to concourse; photographer facing west.
- 39 of 61. Main waiting room; photographer facing west.
- 40 of 61. Skylight in main waiting room; photographer facing west.
- 41 of 61. Main waiting room; photographer facing northwest.
- 42 of 61. New bar in front of gate #2 in main waiting room; photographer facing north.
- 43 of 61. Gate #1; photographer facing north.
- 44 of 61. South wall of main waiting room; photographer facing southeast.
- 45 of 61. Access hall connecting main and segregated waiting rooms; photographer facing west.
- 46 of 61. Stairs to basement level; photographer facing southwest.
- 47 of 61. Access hall; photographer facing west.
- 48 of 61. Rear entrance door to concourse; photographer facing west.
- 49 of 61. Rear bathroom; photographer facing northwest.
- 50 of 61. Stairs to mezzanine level; photographer facing east.
- 51 of 61. Lower level bathrooms; photographer facing northeast.
- 52 of 61. Lower level; photographer facing west.
- 53 of 61. Lower level storage room; photographer facing southeast.
- 54 of 61. Lower level, former boiler room; photographer facing west.
- 55 of 61. Lower level office; photographer facing west.
- 56 of 61. Lower level; photographer facing south.
- 57 of 61. Stairs from mezzanine level; photographer facing east.
- 58 of 61. Mezzanine; photographer facing southeast.
- 59 of 61. Mezzanine rooms; photographer facing west.
- 60 of 61. Mezzanine; photographer facing east.
- 61 of 61. Rooftop office, now kitchen; photographer facing south.







### Atlantic Greyhound Bus Terminal

109 Martin Luther King, Jr. Boulevard, Savannah

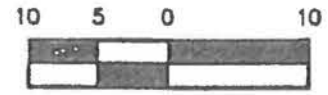
Chatham County, Georgia

Lat 32.079927

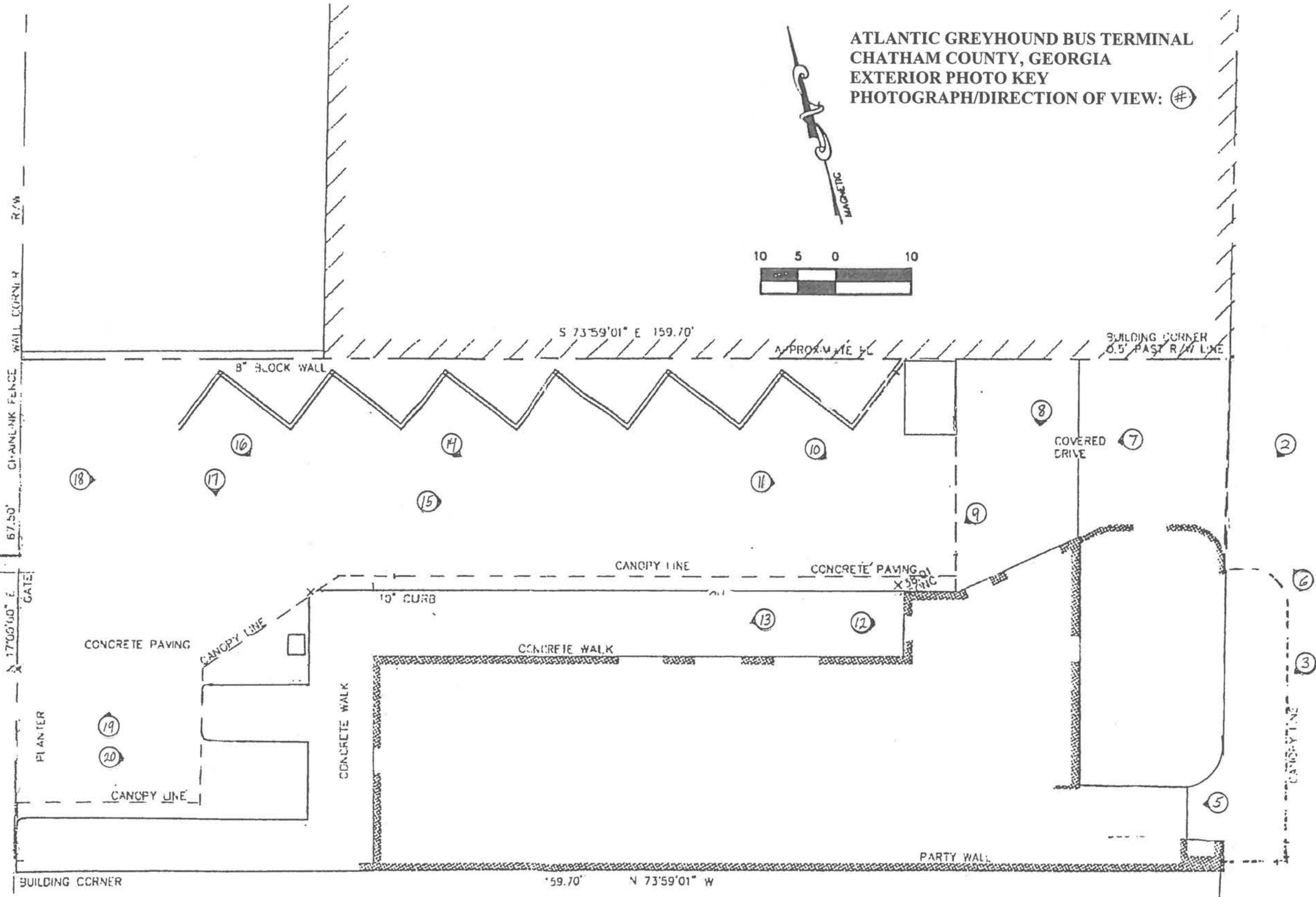
Long -81.097872

North ↑

ATLANTIC GREYHOUND BUS TERMINAL  
CHATHAM COUNTY, GEORGIA  
EXTERIOR PHOTO KEY  
PHOTOGRAPH/DIRECTION OF VIEW: (#)



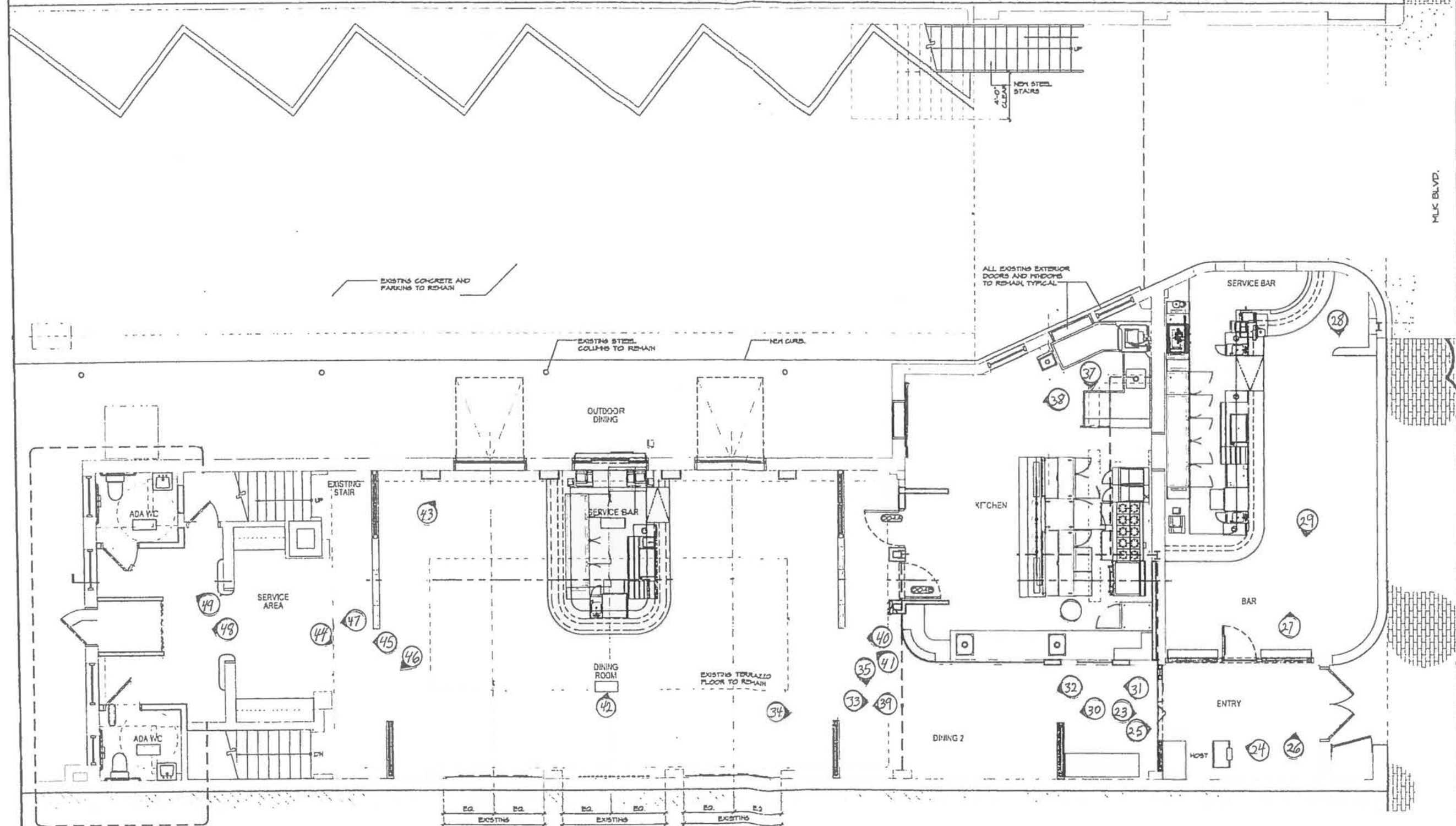
LAUREL STREET 30' R/W



ATLANTIC GREYHOUND BUS TERMINAL  
 CHATHAM COUNTY, GEORGIA  
 FIRST FLOOR PHOTO KEY  
 PHOTOGRAPH/DIRECTION OF VIEW: #

LEGEND:



- NEW HALL CONSTRUCTION
- EXISTING HALLS TO REMAIN

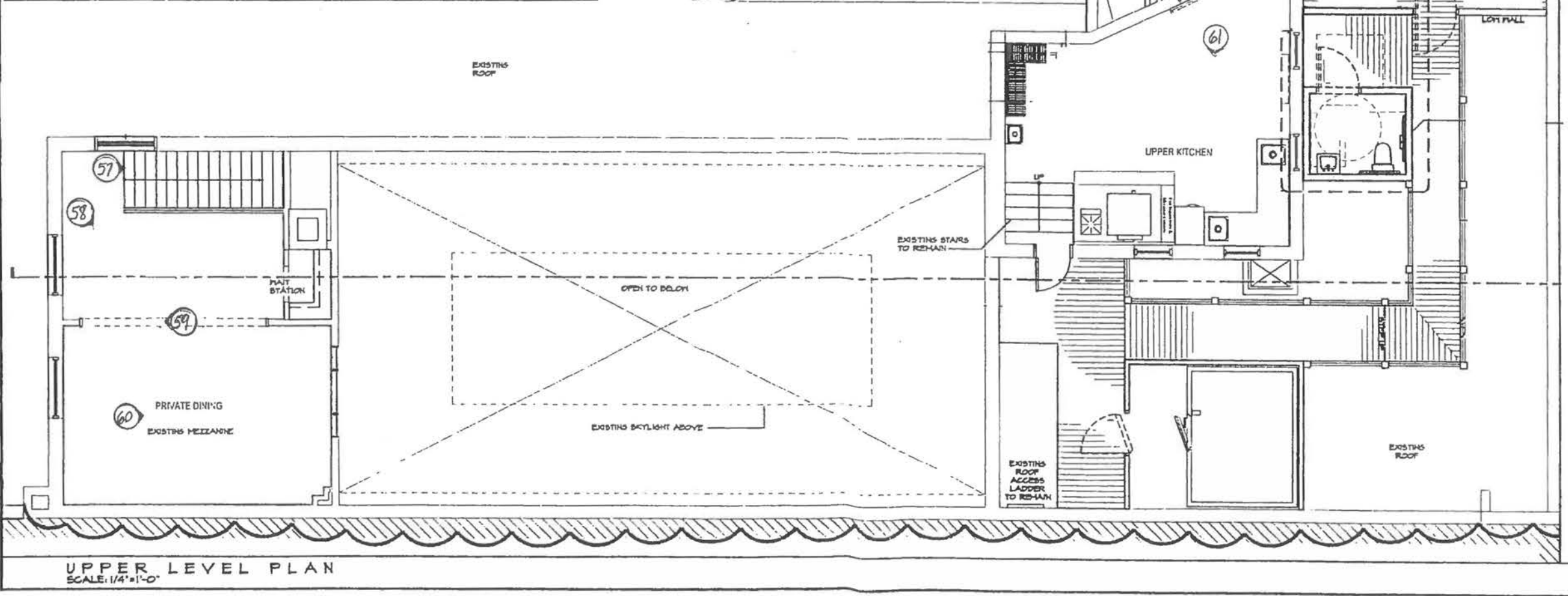
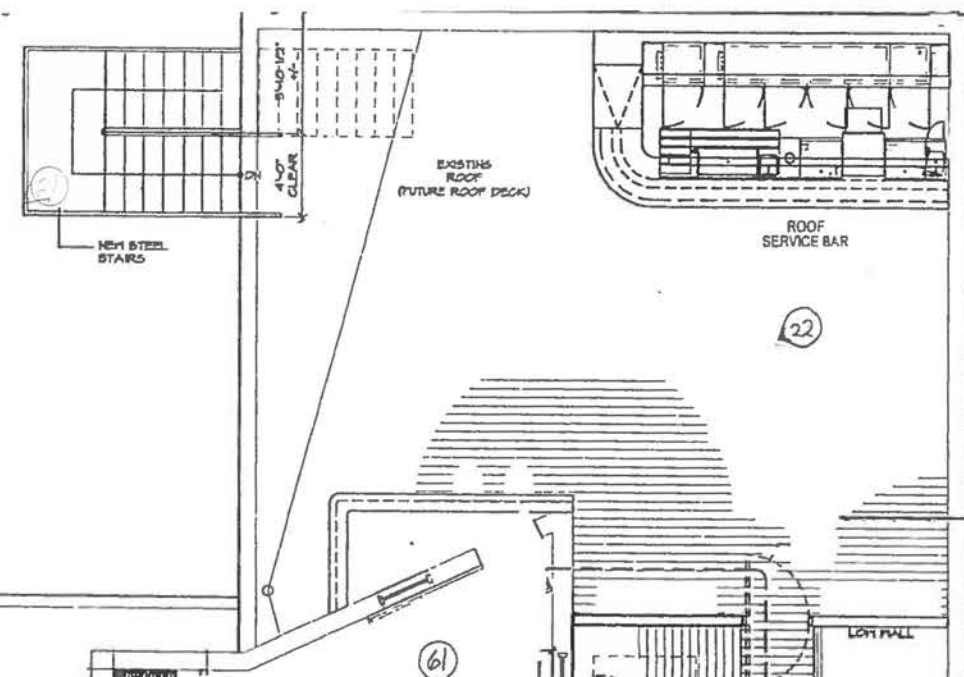
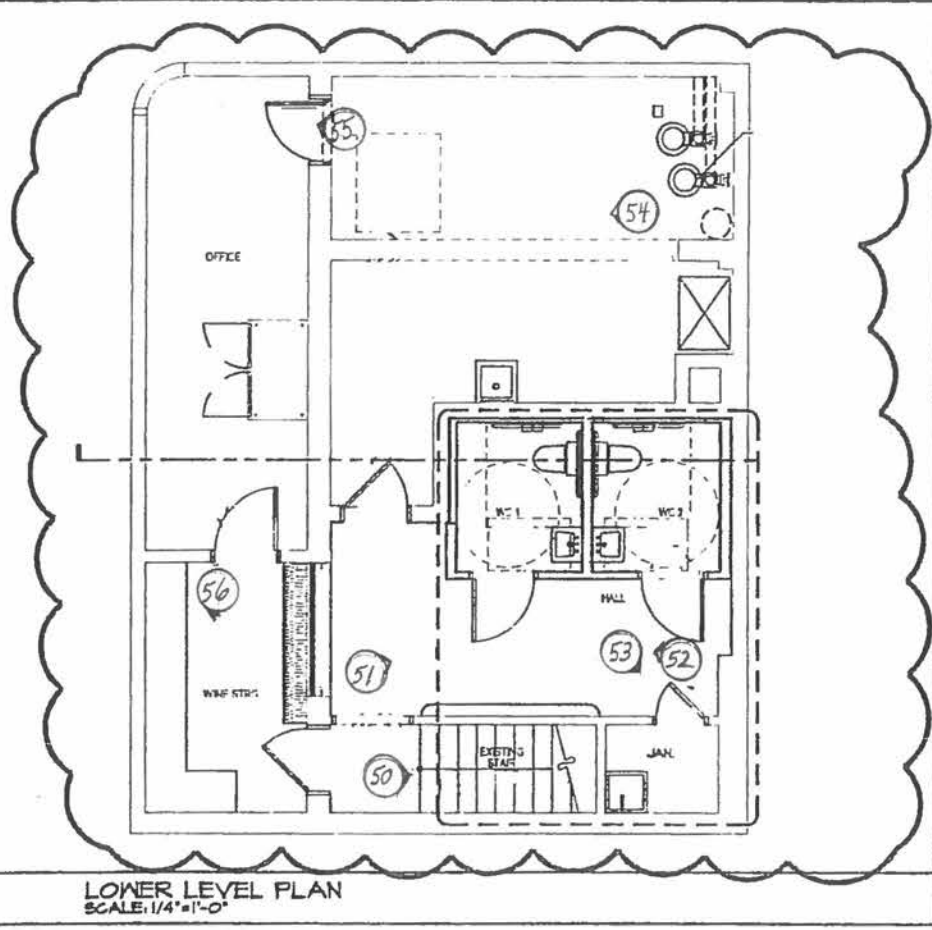


MAIN LEVEL PLAN  
 SCALE: 1/4" = 1'-0"

ATLANTIC GREYHOUND BUS TERMINAL  
 CHATHAM COUNTY, GEORGIA  
 UPPER LEVEL, LOWER LEVEL, AND ROOFTOP PHOTO KEY  
 PHOTOGRAPH/DIRECTION OF VIEW: #



LEGEND:  
 NEW WALL CONSTRUCTION  
 EXISTING WALLS TO REMAIN





BAR & RESTAURANT





REY

FOOD & DRINK

FOOD & DRINK  
AIR-CONDITIONED WAITRESS SERVICE



Supplies

The  
GREY

FOOD & DRINK  
AIR-CONDITIONED WAITRESS SERVICE

CHRYSLER LEASE PLAN

LEASER  
LEASE



A photograph of a red carpeted area in front of a double glass door. The carpet features a faded, large-scale logo of a greyhound's head. A rectangular sign with the words "GREYHOUND LINES" in gold lettering is placed across the middle of the carpet. The surrounding floor is made of grey and red tiles. Sunlight casts shadows across the scene.

**GREYHOUND LINES**









Welcome TO HISTORICAL SAVANNAH GEORGIA

FOUNDED IN 1733 BY GENERAL JAMES EDWARD OGLETHORPE

NOTED FOR HISTORICAL PLACES OF INTEREST, EDUCATIONAL FACILITIES, FINE HOTELS AND GOOD FOOD.

FOR VISITOR AND SIGHT-SEEING INFORMATION, PLEASE CONTACT 912/233-7888

NO  
EXIT

*Welcome* TO HISTORICAL SAVANNAH GEORGIA

FOUNDED IN 1733 BY GENERAL JAMES EDWARD OGLETHORPE

NOTED FOR HISTORICAL PLACES OF INTEREST, EDUCATIONAL FACILITIES, FINE HOTELS AND GOOD FOOD.

1 JACKSON AND 2 1/2 N. SPRING | 315-440-0000 | WWW.HISTORICALSAVANNAH.COM

NO  
EXIT

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KIT









NO  
EXIT



Welcome TO HISTORICAL SAVANNAH GEORGIA

FOUNDED IN 1931 BY GENERAL ARMY CORPS ENGINEERS

HERE FOR HISTORICAL BLDGS BY HISTORIC PRESERVATION SOCIETY 1000 BROADWAY 3RD FLOOR

NO  
EXIT



GEORGIA

NO  
EXIT





LABORATORY TO HISTORICAL SAVANNAH GEORGIA





BERNAY

7106

Produce Center













































WAITING ROOM

EXIT

GATE 1

GATE 2



INFORMATION

WAITING ROOM

EXIT



GATE 1

GATE 2

GATE 3

GATE 1

GATE 2

GATE 3







INFORMATION

WEST BROAD STREET

EXIT



WAITING ROOM

EXIT



*The*  
RESTROOMS  
BOILER ROOM  
BUNK ROOM



EXIT



EXIT

EXIT



EXIT

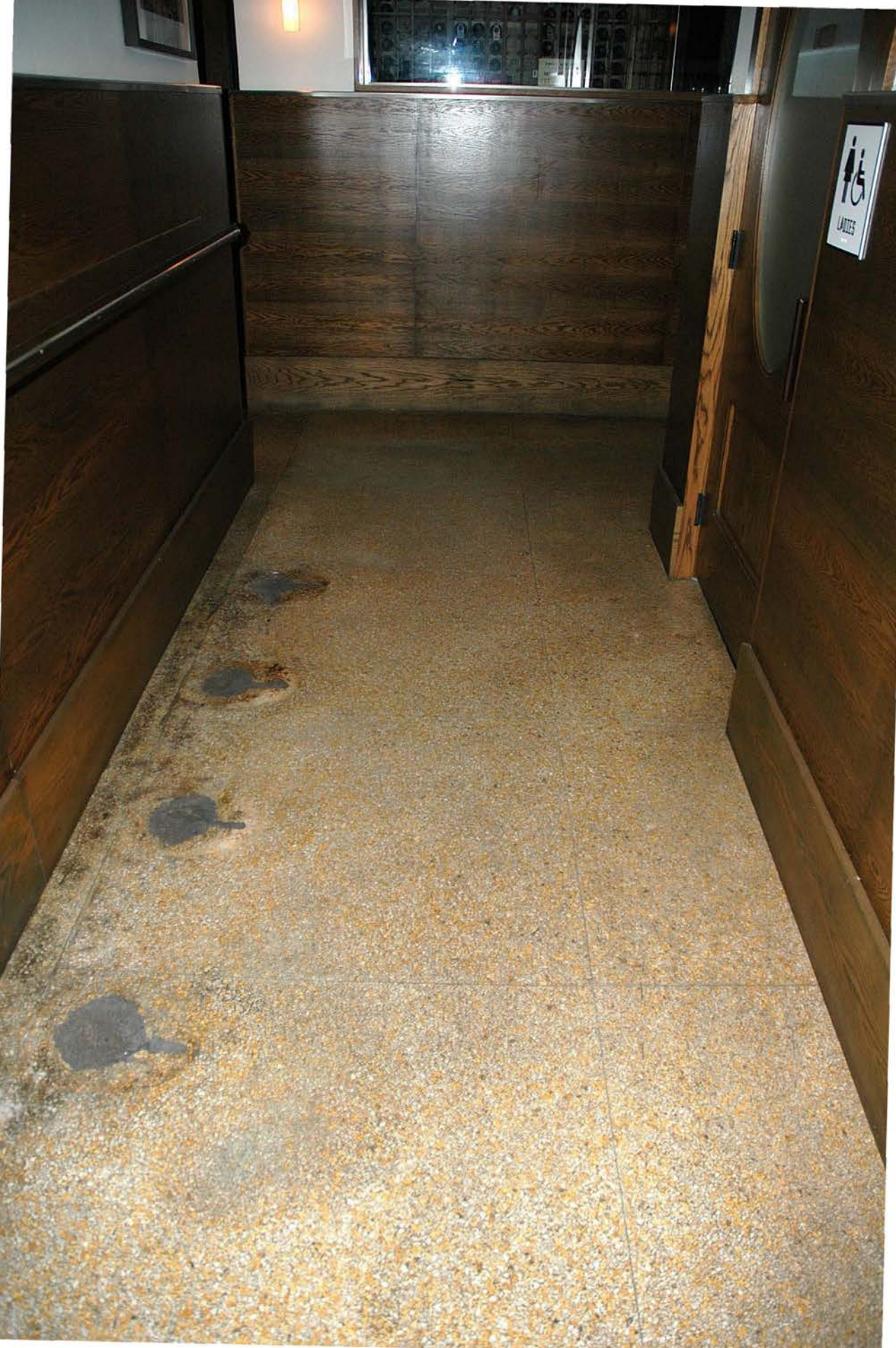


NOTES









LADIES























UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/2/2016      Date of Pending List:      Date of 16th Day: 12/13/2016      Date of 45th Day: 1/17/2017      Date of Weekly List: 12/22/2016

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      12/13/2016 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Lisa Deline      Discipline Historian

Telephone (202)354-2239      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

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

HISTORIC PRESERVATION DIVISION

MARK WILLIAMS  
COMMISSIONER

DR. DAVID CRASS  
DIVISION DIRECTOR

October 21, 2016

J. Paul Loether  
National Park Service  
National Register of Historic Places  
1201 "I" (Eye) Street, N.W. 8th floor  
Washington, D.C. 20005



Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for **Atlantic Greyhound Bus Terminal** in **Chatham County, Georgia** to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Original USGS topographic map(s)
- Sketch map(s)/attachment(s)
- Correspondence
- Other: Letters of support

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do  do not  constitute a majority of property owners.
- Special considerations:

Sincerely,

Lynn Speno  
National Register Specialist

Enclosures