

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 92001871      Date Listed: 2/11/93

Greyhound Bus Station      Madison      TN  
Property Name:                      County:      State:

Transportation-Related Properties of Jackson MPS

\_\_\_\_\_  
Multiple Name

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Patrick Andrews*  
for/ \_\_\_\_\_  
Signature of the Keeper

2/19/93  
Date of Action

=====  
**Amended Items in Nomination:**

Technical oversight was clarified through a phone call to the Tennessee SHPO. The Greyhound Bus Station is significant under Criterion C in the area of architecture. Criterion C should be added to the nomination. In addition, metal/porcelain should be added as "other" in the materials section for wall material. The nomination if officially amended to include this information.

**DISTRIBUTION:**  
National Register property file  
Nominating Authority (without nomination attachment)

1871

NPS Form 10-900  
(Rev. 8-86)

OMB No. 1024-0018

EXEMPTED

United States Department of the Interior  
National Park Service

DEC 29 1992

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

1. Name of Property

historic name: Greyhound Bus Station

other name/site number: N/A

2. Location

street & number: 407 E. Main Street

not for publication: N/A

city/town: Jackson

vicinity: N/A

state: TN county: Madison code: 113 zip code: 38301

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

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

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: Transportation Related Properties of Jackson, Tennessee

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this   x   nomination        request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property   x   meets        does not meet the National Register Criteria.        See continuation sheet.

Herbert L. Hays 12/18/92  
Signature of certifying official Date

Deputy State Historic Preservation Officer, TN Historical Commission  
State or Federal agency and bureau

In my opinion, the property        meets        does not meet the National Register criteria.        See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register Patrick Andrews 2/11/93  
           See continuation sheet.
- determined eligible for the                
    National Register
- See continuation sheet.  
determined not eligible for the                
    National Register
- removed from the National Register
- other (explain):

\_\_\_\_\_  
Signature of Keeper Date  
of Action

6. Function or Use

Historic: TRANSPORTATION Sub: Road-Related (Vehicular)

Current : TRANSPORTATION Sub: Road-Related (Vehicular)

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7. Description

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Architectural Classification:

MODERN MOVEMENT  
Moderne

Other Description: N/A

Materials: foundation CONCRETE roof ASPHALT  
walls BRICK other METAL/Porcelain  
CONCRETE

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties: Local.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions) : N/A

Areas of Significance: Transportation  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: 1938 - ca. 1942

Significant Dates : 1938

Significant Person(s): N/A  
\_\_\_\_\_

Cultural Affiliation: N/A

Architect/Builder: Architect: Noland Van Powell  
Builder: Hubert Owen Construction  
Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.



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The Greyhound Bus Station is a one-story brick and concrete building with a porcelain exterior. The building is composed of the primary waiting room section and an attached garage wing on the east facade. The building has a concrete foundation and flat roof of rolled roofing material. The exterior of the building is sheathed with porcelain panels which interconnect on the face of the building. The panels are both blue and white in color.

The entrances have aluminum and glass doors added in 1975-76 and are single light design. An original door remains in the garage wing and is single light glass and wood design. Over this door is a three-light transom. The garage wing also has two bays of original eight-light hinged double doors with added metal panels concealing the lower sections.

The canopy over the main platform area is original with some sections rebuilt with aluminum in the 1970s. Over the entrances on the main facade are original twelve-light transoms with chevron designs etched into the glass. The central bay projects slightly from the main facade and has two aluminum and glass doors. This bay was used as a ticket counter and booth for bus driver registration. The center section of this bay has a sliding sash ticket window. Over the window and doors of this central bay are three-light rectangular steel and glass transoms.

Windows are original paired steel and glass casement design. Windows in the southwest corner and west facade were covered with metal panels in 1983. The building has five rows of porcelain panels above the windows on the south facade which form belt courses. Inset into the west facade is a panel with the Greyhound logo. At the roofline is a band of white, scalloped porcelain panels. Above the roof on the main facade is a vertical pylon of porcelain panels with attached metal letters forming "GREYHOUND."

The north or rear facade faces an alley and is of brick construction. This section has a concrete foundation, exterior of stretcher bond brick, and a brick flue. Most windows are original tri-part, eight-light steel and glass design with six-light transoms. Other windows on this facade are paired six-light steel and glass design with four-light transoms. The rear door opening has been enclosed with wood panels. Windows on the rear facade of the garage wing are twelve-light steel and glass hopper design. The east facade of the garage wing is of stretcher bond brick construction and has no fenestration.

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The interior of the building was originally divided into separate waiting rooms for white and black patrons. The west room, or the original white waiting room, now serves as the general bus waiting area. The east room, or original black waiting room, is now used for freight handling and shipping. Both rooms have blue and white tile floors covered with linoleum, original plaster walls, and plaster ceilings. At the ceiling are Art Deco metal medallions which conceal air conditioning ducts for the building. The main waiting room area has two bathrooms located past the north wall. These bathrooms have original tile floor and ceilings but the original fixtures have been replaced in recent decades. The east room or express office has two bathrooms and an office area located past the north wall. These bathrooms originally served black patrons and are presently used for storage. The bathrooms retain their original tile floors and walls.

In the main waiting room a separate dining area was originally built but this restaurant was closed in the mid-1960s. The original dining area counter and seats have been removed and a new partition wall has been added. The kitchen area has an original brown tile floor and plaster walls and ceiling. This kitchen area has been remodeled in recent years. The garage wing has two open bays for bus maintenance and a small office area. The interior of the garage wing has a concrete floor and wood post and lintel support system.

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The Greyhound Bus Station is significant under criterion A and C for its association with road-related transportation in Jackson and as an excellent example of the Art Moderne style. The building was constructed in 1938 in response to Jackson's increasing importance as a center for highway transportation and has served continually since its construction as the city's Greyhound Bus terminal. The building's Art Moderne style is also notable and is a fine example of the streamlined bus stations built by Greyhound across the country during the 1930s.

The Greyhound Bus Station was built in the 400 block of E. Main Street for Lawrence Taylor in 1938. Taylor was a prominent Jackson citizen serving as president of the First National Bank as well as one term as mayor of the city. The increasing popularity of bus service in the city convinced Taylor to enter into an agreement with the Greyhound bus company to build a new terminal adjacent to the downtown area. In May of 1938 Taylor entered into an agreement with the Dixie Greyhound Lines Inc. of Delaware to acquire property and construct a bus terminal on Main Street which was to be completed by October or November. Some \$40,000 was allocated for acquisition of the property and the construction of the terminal.

Three contiguous lots were purchased by Taylor two blocks east of the public square in May and June and construction began soon after. Plans for the building were supplied by Greyhound architect Noland Van Powell. The station opened on December 21, 1938 after being delayed for several weeks due to problems in acquiring sufficient numbers of porcelain panels. The interior was originally furnished with "chromium steel furniture" and had separate dining facilities for white and black patrons. J.B. Scott was the first station superintendent.

The building was designed in the Art Moderne style with rounded corners and an exterior of smooth blue and white porcelain enamel panels. The Art Moderne style was well suited for transportation-related businesses and was widely used in the design of Greyhound bus stations during the 1930s. The rounded, or teardrop shape, became a popular design for industrial engineers and architects from the early 1930s until after World War II. This "streamlined" look influenced the design of trains, automobiles, radios, furniture, and buildings. Buildings were designed with rounded corners suggesting motion and smooth exterior materials such as stainless steel, structural glass blocks, and porcelain-enamel metal panels enhanced this appearance.



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Many of the stations built by Greyhound during the 1930s embodied the principles of the "Streamlined Moderne" movement. Company architect W.S. Arrasmith and others such as Noland Van Powell designed many of these stations to complement the streamlined look of the Greyhound Silversides Bus. As noted in Roadside America " Both machine and building are fueled by the energetic spirit of modern transport, and if the Greyhound Silversides personified the freedom and speed of a leaping greyhound, the aesthetic continuity of the streamlined depot communicated the same message."

The building has remained in continual use as the city's Greyhound bus terminal since its construction. Exterior alterations to the building have included modern aluminum and glass doors and the covering of some original windows with wood panels. These windows contain structural glass blocks and the owner plans to remove the added wood panels in the future. The interior has been largely unaltered with the exception of the removal of the terminal's restaurant counter and chairs in the 1960s.

Jackson's Greyhound Bus Station is an excellent example of the streamlined Art Moderne style and reflects the significance of road-related travel during the mid-20th century. The building has not been extensively altered and retains its original form and design.

The building meets the registration requirements of Road-Related properties through criterion A for its association with road-related travel and through criterion C for its architectural design.

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Verbal Boundary Description:

The boundary of the Greyhound Bus Station is shown as the heavy black line on accompanying Madison County tax map 78-P which is drawn at a scale of 1" = 100'. The boundary includes all of lot 2 on Block F.

Verbal Boundary Justification:

The boundary of the Greyhound Bus Station includes all property historically associated with the building.

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Greyhound Bus Station  
407 E. Main Street  
Jackson, Madison County, TN

Photos by: Thomason and Associates  
Date: November 6, 1991  
Location of Negative: Tennessee Historical Commission

Photo 1 of 7:

View of south and east facades, facing north.

Photo 2 of 7:

View of west and south facades, facing northeast.

Photo 3 of 7:

View of rear, or north facade, facing southeast.

Photo 4 of 7:

Detail of porcelain panels on west facade, facing east.

Photo 5 of 7:

Detail of original entrance on south facade, facing north.

Photo 6 of 7:

Interior view of the garage bay.

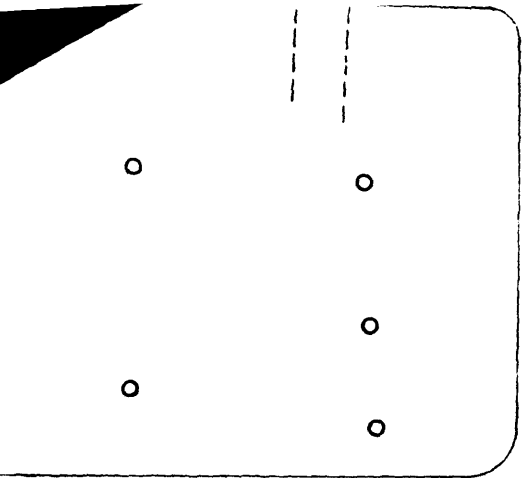
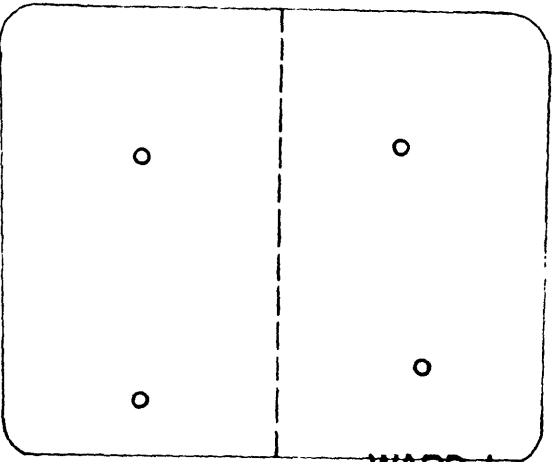
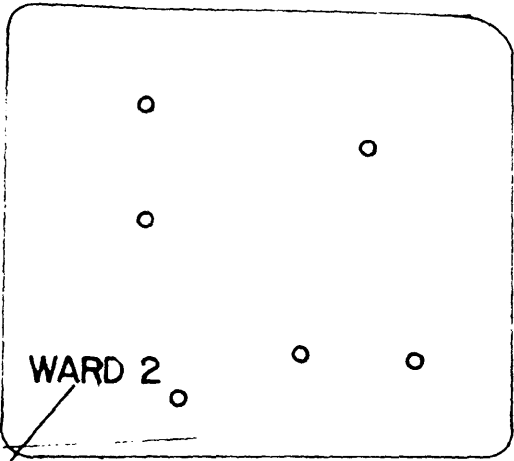
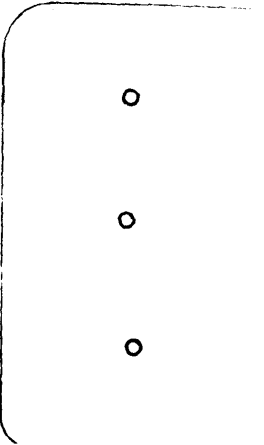
Photo 7 of 7:

Interior view of main waiting room.

STREET

CHURCH

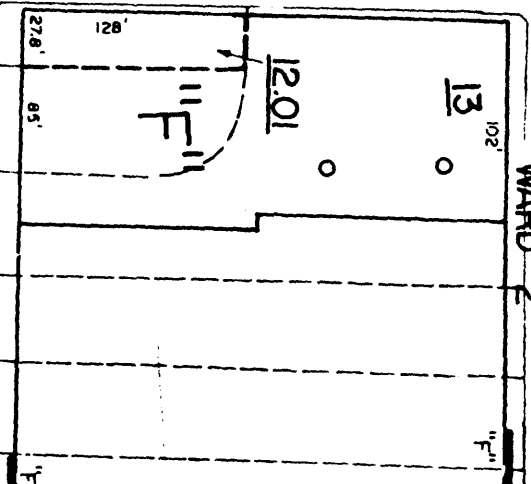
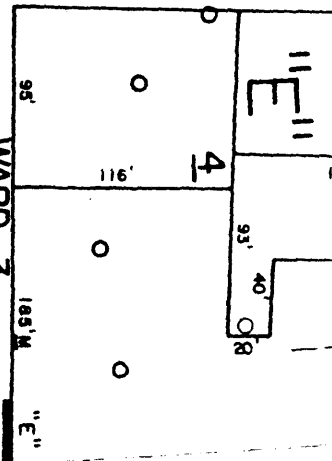
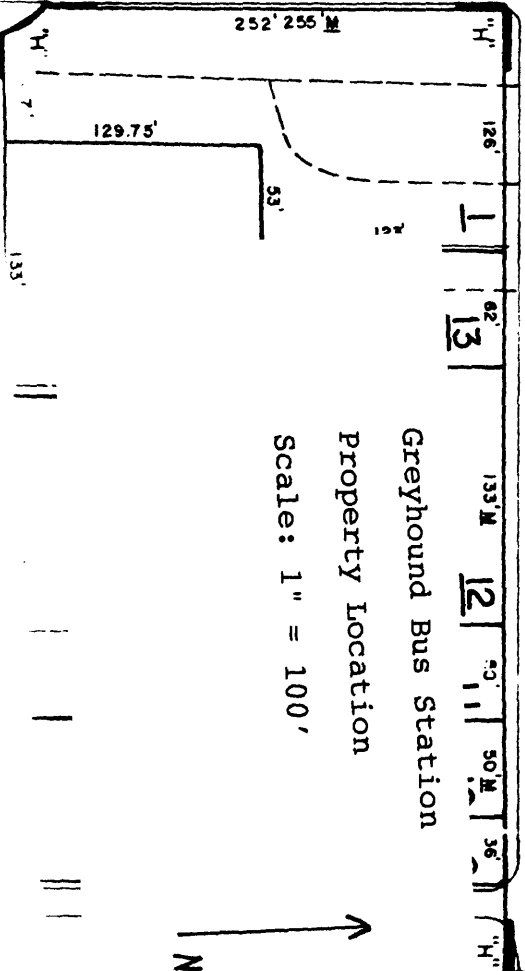
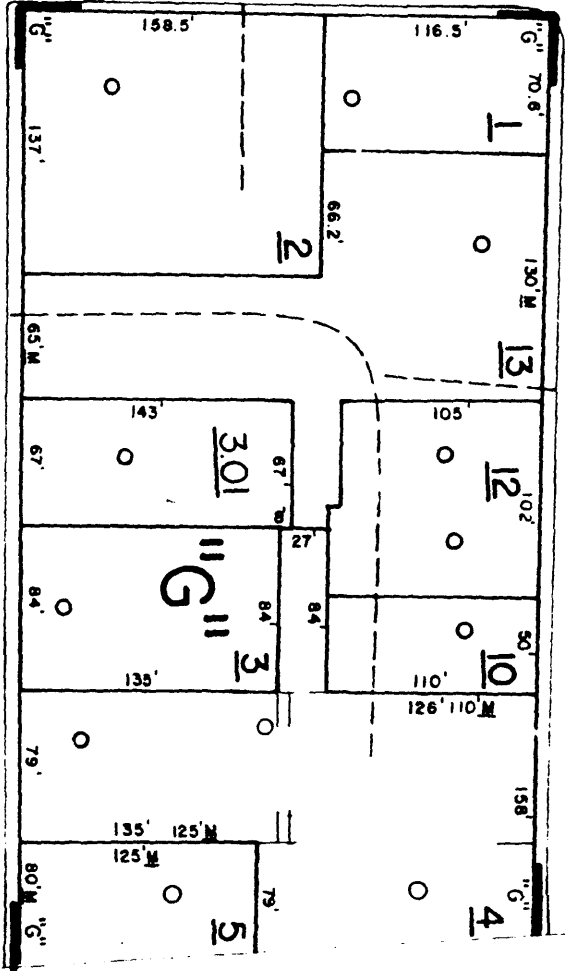
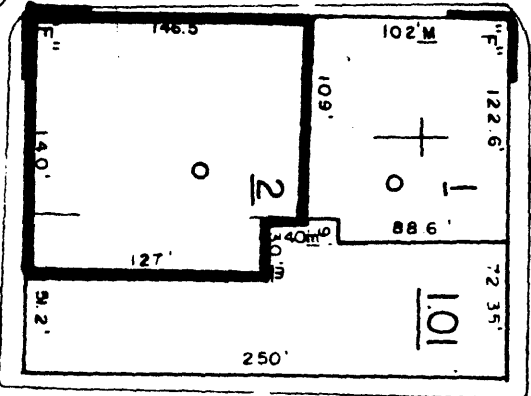
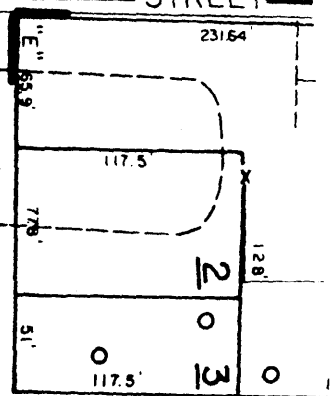
NORTH



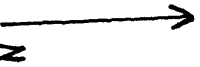
STREET

WARD 1

CUMBERLAND



Greyhound Bus Station  
 Property Location  
 Scale: 1" = 100'



N 457,000