



439

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 Greyhound Lines Station

other names/site number _____

2. Location

street & number 325 Main Street

not for publication

city or town Greenwood

vicinity

state Mississippi code MS county Leflore code 083 zip code _____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

R. T. Phelps
Signature of certifying official/Title

May 24, 2010
Date

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): _____

Jon Wilson D. Beall
Signature of the Keeper

7.8.10
Date of Action

Greyhound Lines Station
Name of Property

Leflore, Mississippi
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		buildings
		district
		site
		structure
		object
1		Total

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

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/road-related

Current Functions
(Enter categories from instructions.)

COMMERCE/TRADE/business

7. Description

Architectural Classification
(Enter categories from instructions.)

MODERN MOVEMENT/Streamlined Moderne

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE block; STUCCO

roof: OTHER
other: _____

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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.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION; ARCHITECTURE

Period of Significance

1939-1960; 1939

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

George Mahan, Architect
S. L. McGinnis, Contractor

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.

Period of Significance (justification) The building, constructed in 1939, served the Greenwood community as an intercity bus station until 2001. The period between 1960 and 2001 is not exceptionally significant.

Criteria Considerations (explanation, if necessary)

Greyhound Lines Station
Name of Property

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9. Major Bibliographical References

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

- "Dixie Greyhound Lines Bus Lines Complex." Memphis, TN. National Register of Historic Places nomination, listed November 2003.
- "Dixie Greyhound Lines." *Wikipedia*. http://en.wikipedia.org/wiki/Dixie_Greyhound_Lines. Accessed 12/27/2009.
- Gelernter, Mark. *A History of American Architecture, Buildings in Their Cultural and Technological Context*. Hanover, NH and London: University Press of New England, 1999.
- The Greenwood Commonwealth*.
- Jackson, Carlton. *Hounds of the Road, A History of the Greyhound Bus Company*. Bowling Green, OH: Bowling Green University Popular Press, 1984.
- Poppeliers, John C., et al. *What Style is It? A Guide to American Architecture*. Washington, D.C., Preservation Press, 1983.
- Royer, David. "George Mahan: Architect of the Rich and Fancy." *Memphis Heritage, Inc.* <http://www.memphisheritage.org/MHIHost/Architects-GeorgeMahan.html>. Accessed January 6, 2010.
- Russell's Southeast Bus and Hotel Guide*, October 15, 1940 to November 15, 1940. Mississippi Department of Archives and History, Local call number: 388.34233 R968r.
- Schisgall, Oscar. *The Greyhound Story, From Hibbing to Everywhere*. Chicago: J.C. Ferguson Publishing Company, 1985.
- 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: Main Street Greenwood

Historic Resources Survey Number (if assigned): 083-GRE-0245

10. Geographical Data

Greyhound Lines Station
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Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>761900</u>	<u>3712070</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

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

Beginning at the southwest (SW) corner of Block Seven (7) in the Howard Part of the City of Greenwood, in Leflore County, Mississippi, which said point of beginning is identical with the northeast (NE) corner of the intersection of Main and Church Streets, in said city; running thence eastwardly along the southern boundary line of said Block Seven (7) of said Howard Part and Block Fourteen (14) of Douglas Part of said city, which said line is a continuous straight line and identical with the northern boundary line of said Church Street in said city, a distance of ninety (90) feet; thence northwardly at right angles to the northern boundary line of said Church Street and parallel with eastern boundary of said Main Street, a distance of ninety (90) feet, to the Western boundary line of Block Seven (7), of said Howard Part of said city, which is identical with the eastern boundary line of said Main Street, a distance of ninety (90) feet, to the point of beginning; said lot being ninety (90) feet square and situated at the northeast corner of the intersection of said Church and Main Street in said city, and embracing a part of said Block Seven (7) of the said Howard Part, and a part of Block Fourteen of the Douglas part, of the said City of Greenwood, in Leflore County, Mississippi.

Boundary Justification (Explain why the boundaries were selected.)

This is the partial city block historically associated with the Greyhound Lines Station.

11. Form Prepared By

name/title William M. Gatlin

organization Mississippi Department of Archives and History date

street & number P.O. Box 571 telephone 601-576-6951

city or town Jackson State MS zip code 39205-0571

e-mail bgatlin@mdah.state.ms.us

Additional Documentation

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.

Greyhound Lines Station
Name of Property

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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 Greyhound Lines Station in Greenwood, Leflore County, Mississippi is a one-story concrete block building with a stucco exterior decorated with horizontal wood slats. The building is rectangular with a flat roof and sits near the rear of a corner lot at the intersection of Main Street and Church Streets in downtown Greenwood. Set at a forty-five degree angle to the corner, the building's lot is paved with access to both Main Street and Church Street. A three-quarter portico with rounded corners is supported by four round steel posts set on a raised concrete platform that once held gasoline pumps. The primary exterior has three sets of doors, one for employee access to the ticketing counter and two doors that opened to segregated waiting rooms. The neighborhood is a mix of commercial and institutional buildings.

Narrative Description

The Greenwood Greyhound Lines Station is a one-story concrete block building with a flat roof with a short parapet wall. The building is rectangular and sits at a forty-five degree angle near the rear of a city lot at the corners of Main Street and Church Street in downtown Greenville. The surrounding buildings are commercial and institutional with the Central Commercial and Railroad Historic District (NR, 1985) lying to the west and south of the station. The building lot is paved with no significant landscaping. Curb cuts allow access to both Main Street and Church Street.

The building is concrete block construction with a stucco exterior. The primary elevation is southwest. The most significant architectural feature is a portico that extends from the roofline to create a covered driveway. The portico has a wide cornice and is rounded at the corners contributing to a streamlined effect. The portico is centered and extends across about two-thirds of the elevation. It is supported by four round steel posts that are anchored in a raised concrete pad. In the past, when the building served as a bus station and Shell gas station, gas pumps occupied the pad. The pumps were removed at some point. The words "Greyhound Lines" in applied letters fill the cornice.

Architectural interest is created by the application of narrow wood slats painted bright blue that run horizontally across the primary elevation. A blue line runs along the top of the parapet wall and extends along the top and bottom of the portico. Three lines run horizontally across the primary facade and around the corners to both side walls. As the lines approach the northeast wall they turn at a forty-five degree angle and run vertically to the ground. The lines enliven the simple facade and create a sense of fluidity and motion that contribute to the Streamlined moderne styling.

A single door with no transom or sidelights is centered in the facade. The door has a large glazed panel. The center door is flanked by two sets of double doors. These doors allow access to the two waiting rooms. The doors are partially glazed and have 4/4 transoms.

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The east façade has a single window offset to the south. The west façade has a single door with 2/2 glazed panels off set to the south. The door opens to a storage space.

The northeast façade has a single glazed door with a large window offset to the west. Three 3/3 transoms sit above the door and window. A porch with a corrugated steel shed roof was added in the early 2000s. A single 4/4 window is offset to the west.

The interior is divided into three primary spaces. A long narrow work area, accessed by the single door on the primary elevation, is flanked by two large waiting rooms. Built-in wood cabinets and counters extend along both sides of the work room. Ticket windows open to both waiting rooms. A metal grill remains in the window that opens to the west, formerly the African-American waiting room. Openings below the counter on both sides allowed passengers to check luggage. A larger window with a narrow counter on the both sides of the space was used to receive freight. The floors are tiled and the walls and ceilings are plastered.

The east waiting room, originally for white passengers, has tile floors with walls and ceiling covered in plaster. Interior doors, windows and other openings have simple wood molding with a matching chair rail at the level of the bottom of the ticket window. A men's and a women's restroom are located along the east wall. The restrooms have hexagonal tile floors with blue accent pieces. The lower two-thirds of the wall are tiled with a blue tile feature near the top. Most fixtures are original.

The west waiting room was originally for African-American passengers. This waiting room also had tile floors with plaster walls and ceilings. The door and window moldings and chair rail were identical to the east waiting rooms. The room is slightly smaller than the east waiting room. There are separate men's and women's restrooms along the west wall. These restrooms are slightly smaller than the restrooms in the east waiting room. An enclosed storage space with no interior access is also located on the west wall.

The building was used as a bus station until 2001. After desegregation, the east waiting room was used for all passengers and the west waiting room was used for storage. Other than the loss of the gasoline pumps, the primary and side elevations are unchanged. The window and door were added to the northeast elevation in 2009 when the west waiting room was converted to office space. There was a window in the wall in the past, but was filled in. A corresponding window in the east waiting room remains filled in. One of the restrooms in the west waiting room was converted to a kitchen in 2009. The pass-through freight windows have been enlarged to allow interior movement through the building. The counters are hinged and can be lowered recreating the effect of a service window.

The building retains a high degree of integrity. The addition of the door and window in the northeast elevation are not visible from the street and probably reopens an original window. Interior casings are similar to the historic finish and the transoms are compatible with the historic transoms. Prior to opening the service windows there was no way to cross from the east waiting room to the west waiting room. The hinged counters adequately create the historic feel of a divided space.

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

The Greyhound Bus Station in Greenwood, Leflore County, Mississippi, is eligible for listing on the National Register of Historic Places for local significance under Criteria A for association with Transportation. The bus station was the hub for inter-city bus traffic for the Greenwood community from 1940 until 2001. The Greyhound Bus Station is eligible for listing on the National Register of Historic Places under Criteria C as a rare local example of Streamlined Moderne architecture.

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

TRANSPORTATION

Eric Wickman, a Swedish immigrant, is credited with creating the inter-city bus industry in 1913.¹ 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."² 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 Superior White Company owned by Swan Caesar. At the time most bus lines were regional and passengers had to transfer busses, often owned by different companies, to travel long distances, Wickman and

¹ Carlton Jackson. *Hounds of the Road, A History of the Greyhound Bus Company*. Bowling Green, OH: Bowling Green University Popular Press, 1984. p. 8.

² Oscar Schisgall. *The Greyhound Story, From Hibbing to Everywhere*. Chicago, J. G. Ferguson Publishing Company, 1985. p. 4.

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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.³ 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 1925⁴, providing capital necessary to the plan. Their plan was to join as many bus lines as possible into the system so it would cover a large part of the country.⁵

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 servicing certain cities and the benefits of having the line was more economically valuable than the company's other assets. By the end of the 1920s, 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."⁶

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."⁷ 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, WI 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 busses by 1926.⁸

One of the companies that became associated with the Greyhound brand was a regional company started in Memphis, Tennessee, the Smith Motorcoach Company, by Frederick (Fred) Smith, Sr. in 1925. Smith began business with a bus body he attached to a truck chassis that he personally drove on its daily run between Memphis and Dyersburg, TN. In just about six years, Smith expanded to a fleet of 200 busses traveling more than 20,000 miles.⁹ One route of interest to the Greyhound Company was the Memphis to Jackson, MS route, initiated by Smith Motorcoach in 1931. Since this route was necessary to complete its route between Chicago and New Orleans, Greyhound purchased a controlling interest in the company in 1931. Smith was appointed to run the renamed Dixie Greyhound Lines, a position he held until his death in 1948. The company continued to operate with service in Tennessee, Mississippi and Alabama, including routes through Greenwood, Mississippi. The company merged with Southeastern Greyhound Line and Teche Greyhound Line, two other associated Greyhound companies, in 1954.¹⁰

Wickland 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 depot was built in San Diego in 1922 by Pickwick Stages.¹¹ Greyhound also began building stations to serve its passengers. The stations usually featured spacious and well lit passenger waiting rooms, clean restrooms and often adjoined eating facilities, many owned by the company. The stations were planned with off street parking for loading and unloading. The design of bus stations was a new business for architects and Greyhound developed associations with architects around the country, including W.S. Arrasmith of Louisville, KY and Thomas Lamb of New York.¹²

³ Schisgall, p. 11.

⁴ Jackson, p. 13.

⁵ Schisgall, p. 17.

⁶ Jackson, p. 23.

⁷ Schisgall, p. 9.

⁸ Jackson, p. 20.

⁹ "Dixie Greyhound Bus Lines Complex." National Register of Historic Places nomination. Listed ?

¹⁰ "Dixie Greyhound Lines." Wikipedia. http://en.wikipedia.org/wiki/Dixie_Greyhound_Lines. Accessed 12/27/2009.

¹¹ Jackson, p. 56.

¹² Frank Wrenick. *The Streamline Era Greyhound Terminals, The Architecture of W.S. Arrasmith*. Jefferson, NC: McFarland & Company, Publishers, 2007. p. 104.

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Name of Property

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County and State

Although many of these stations were built in larger cities, Greyhound also served thousands of smaller cities and towns. These communities also required facilities for bus customers. Among those towns was Greenwood, Mississippi, the county seat for Leflore County. Located about 100 miles northeast of Jackson, Greenwood was at the junction of two major federal highways: U. S. Highway 82 which runs from the Atlantic coast to White Sands, New Mexico and U.S. Highway 49 which runs from Arkansas to Gulfport, Mississippi on the Gulf of Mexico. Its location made it an ideal stop for inter-city bus lines, including the Dixie Greyhound Lines.

On September 1, 1939, readers of the *Greenwood Commonwealth* were informed that "the Dixie Greyhound Lines have leased the property now occupied by the Shell Petroleum Company at the corner of Church and Main Streets, and will erect one of the most modern bus stations in the state to serve their customers in Greenwood."¹³ The newspaper continued to report on the building, including a visit by Memphis architect George Mahan, Jr. on September 14, and the start of construction with Mahan as architect, S. L. McGinnis as general contractor and J. D. Lanham, plumbing contractor, on November 7, 1939. The building was set to open on January 20, 1940. An article anticipating the opening described the building as "a new and handsome station, especially designed for the service of the company, with facilities to accord every convenience to the traveling public."¹⁴

Mahan seems an odd choice as the architect of such a utilitarian building. Called the "Architect of the Rich and Fancy," Mahan was best known for the design of fine homes in exclusive Memphis neighborhoods. Mahan completed a correspondence course in architecture and after terms with Shaw and Pfeil and Neander Woods, he entered a partnership with J.J Broadwell in 1910. Important commissions included Mynders Hall and Manning Hall at the West Tennessee State Normal School, now the University of Memphis, the Peabody Hotel Skyway and the Pontotoc (MS) County Courthouse (1915) (NR, 1993). Perhaps lack of work due the lingering effects of the Great Depression caused Mahan to accept the contract for the Greenwood building, although it is suggested he retired at about the time he completed the building.¹⁵

For a number of years, the Shell Petroleum Company continued to operate a filling station on the premises. Three gasoline pumps sat on the concrete pad under the large portico. A sign near the intersection of Main Street and Church Street advertised both the Greyhound Lines Station and Shell gas and oil. The date gasoline sales ended in not known.

The Greyhound Lines Station served the Greenwood community until 2001 when Greyhound terminated bus service to the city. Greenwood was a stop on the Dixie Greyhound Lines route from Memphis to Jackson. From Jackson, travelers could continue to New Orleans on busses operated by Teche Greyhound Lines. From Memphis, riders could travel to St. Louis, Chicago, Detroit and other northern cities, either on a Greyhound associated bus or one of its competitors. Although Greenwood did have rail service, inter-city busses provided an economical alternative to Greenwood travelers. Bus fares have historically been about two-thirds of rail fares.¹⁶ The *Russell's Southeast Bus and Hotel Guide* for October-November 1940 show that three Dixie Greyhound busses stopped in Greenwood each day, either heading south to Jackson or north to Memphis¹⁷. The Greyhound Lines Station is a visual link to the past when many people traveled by inter-city bus.

The Greyhound Lines Station in Greenville is one of five known bus stations built in the 1930s and 1940s in Mississippi. Greyhound stations in Clarksdale (1936) (NR, 2008) and Jackson (1938) (NR, 1980) and Trailways stations in Laurel (1940) and Vicksburg (1940) still exist, but none are used as bus stations.

Although no signs remain directing passengers to segregated waiting rooms, the two distinct waiting rooms are an architectural reminder of the period of legal racial segregation in Mississippi. In many aspects of daily life, separate facilities were the rule. Black and white students did not attend the same public schools, many hospitals served only one race and blacks were directed to the rear seats on busses. Places of public accommodation were segregated by race.

¹³ *The Greenwood Commonwealth*, September 1, 1939. P. 1, Col. 1.

¹⁴ *The Greenwood Commonwealth*, January 19, 1940. p. 1, Col. 3.

¹⁵ David Royer. "George Mahan: Architect of the Rich and Fancy." *Memphis Heritage, Inc.* <http://www.memphisheritage.org/MHIHost/Architects-GeorgeMahan.html>. Accessed January 6, 2010.

¹⁶ Jackson, p.49.

¹⁷ *Russell's Southeast Bus and Hotel Guide*, October 15, 1940 to November 15, 1940. p. 18. Mississippi Department of Archives and History, Local call number: 388.34233 R968x.

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ARCHITECTURE

In the 1920s, American architects sought to move away from revivalist traditions that had been popular over the past fifty years. They looked to Europe and adopted a mode of decoration that was applied to jewelry, household appliances, furniture and, then, buildings. Later termed "Art Deco," the style included the use ornamentation in the form of zig zags, starbursts, chevrons and floral motifs. The style celebrated the ideas of motion and modernity. Perhaps its most exuberant examples were the grand movie palaces built in many American cities during the 1920s.

As the boom years of the 1920s gave way to the economic depression of the 1930s, the showy Art Deco style did not seem an appropriate expression for the times. 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 style was known as the Streamline Moderne and was popular in the 1930s and 1940s.

The Greyhound Lines Station in Greenwood reflects many of the elements of the Streamline Moderne. The building has a flat roof and plain walls without significant ornamentation. The horizontal bands mimic the effect of a band of windows and the sharp angles on the side wall contribute to a feeling of movement. This feeling is best expressed in the smooth rounded corners of the canopy that dominates the primary façade.

Compared with the other surviving Greyhound stations from the era, the Greenwood building is relatively simple. The much larger station in Jackson (b. 1938) was designed by Louisville architect W. S. Arrasmith, who introduced an innovative exterior cladding, blue porcelain panels. Frank Wrenick, in his review of Arrasmith-designed Greyhound stations, states "although the blue terminal theme was dropped, streamline design remained Greyhound's underlying corporate architectural theme."¹⁸ This is seen in the other Mississippi Greyhound station in Clarksdale. Built in 1940, the Clarksdale station is clad in buff colored brick. However, there are blue metal panels in the over the rounded corner entrance.

Comprehensive architectural surveys of Greenwood have identified four other Streamline Moderne buildings in Greenwood. A residence at 301 Jefferson Street was remodeled in 1984, adversely effecting its integrity. Commercial buildings at 324 Main Street and 504 Howard Street are both contributing resources to the Central Commercial and Railroad Historic District (NR, 1985). While both buildings are consistent with neighboring structures in massing, scale, set back and materials, neither is an outstanding example of Streamline Moderne styling. The commercial building at 401 McLemore is listed as marginally contributing in the Williams Landing and Eastern Downtown Residential Historic District (NR, 1986). Based on its high degree of integrity, location at a busy downtown intersection, and its history as place of public accommodation, the Greyhound Lines Station is the most significant example of Streamline Moderne architecture in Greenwood.

Developmental history/additional historic context information (if appropriate)

¹⁸ Wrenick, p. 110.

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- **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: Greyhound Station

City or Vicinity: Greenwood

County: Leflore **State:** Mississippi

Photographer: Susan Tietz

Date Photographed: May 7, 2008

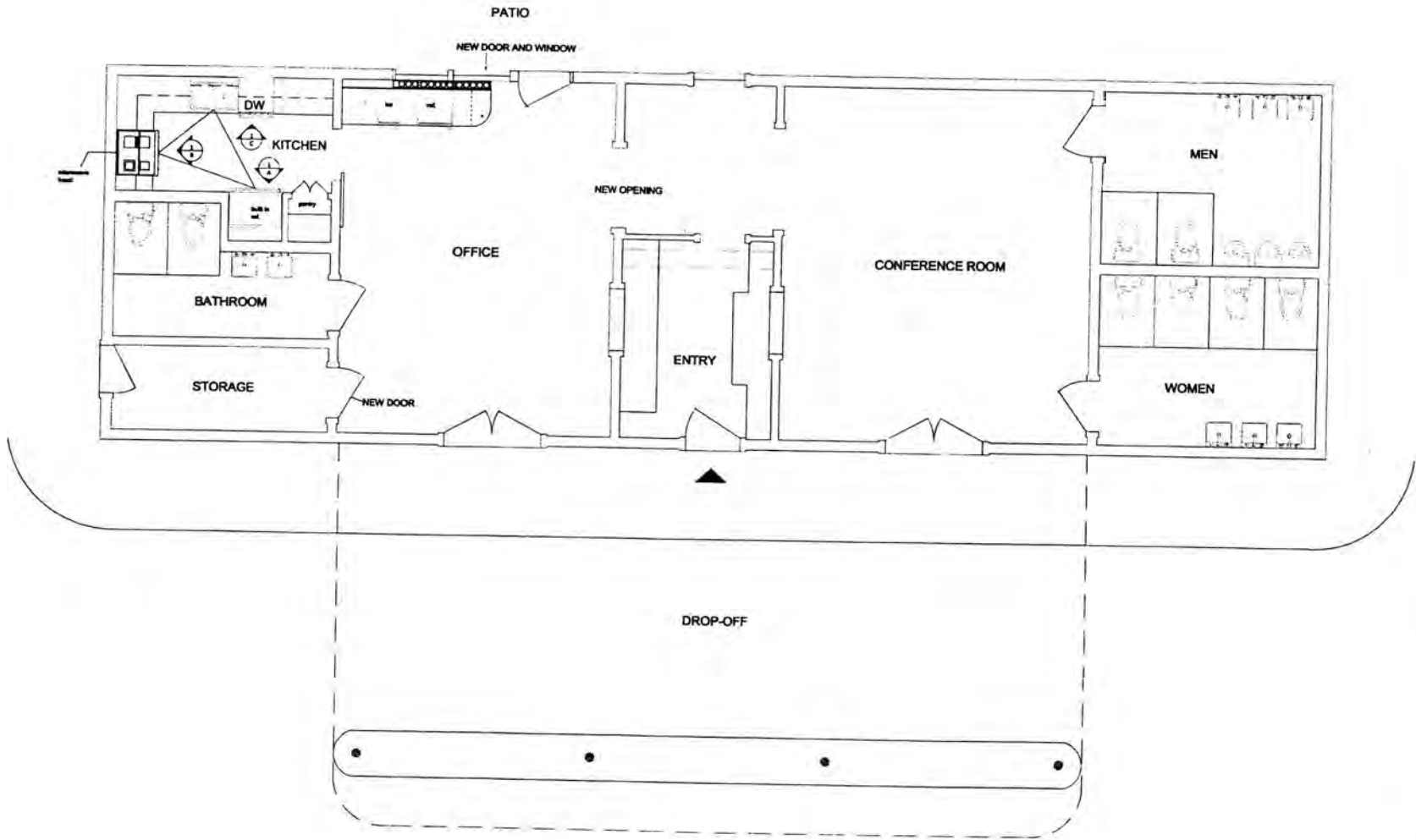
Description of Photograph(s) and number:

1 of 10 Exterior, Primary elevation, Camera facing northeast

Photographer: Lise Foy, Greenwood Main Street
Date: April 26, 2010

- 2 of 10 Exterior, Rear elevation, Camera facing southeast
- 3 of 10 Interior, Conference Room, Camera facing northwest
- 4 of 10 Interior, Conference Room, Camera facing southwest
- 5 of 10 Interior, Office, Camera facing south
- 6 of 10 Interior, Office, Camera facing north
- 7 of 10 Exterior, Rear elevation, Camera facing south
- 8 of 10 Interior, Primary elevation, Camera facing north
- 9 of 10 Interior, Entry/Ticket Counter, Camera facing east
- 10 of 10 Interior, Conference Room/Ticket Counter, Camera facing southwest

Property Owner:



1 PLAN
 scale: 1/4"=1'-0"

PROJECT:
 Greyhound Station
 GREENWOOD, MS
 DATE: MAR 13, 1998



REVISION:

A01

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Greyhound Lines Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MISSISSIPPI, Leflore

DATE RECEIVED: 5/25/10 DATE OF PENDING LIST: 6/23/10
DATE OF 16TH DAY: 7/08/10 DATE OF 45TH DAY: 7/09/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000439

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7.8.10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



MS - Leflore County - Greyhound Lines Station - 0001

Epson
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MS - LeFlore County - Greyhound Lines - 0002

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MS - Leflore County - Greyhound Lines Station - 0003



MS - LaFlore County - Greyhounds Lines Station - 0004



PLAN OF WEEK - New Post - Journal Layout - EVENT SPREADSHEET - My Editor's Journal - FA SPREADSHEET	LAST WEEK - What I did last week - How I did it - What I learned Next - What I will do - How I will do it - What I will learn - How I will learn it
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MS - Lafourche County - Greyhound Lines Station - 0005



MS - Leflore County - Grayhound Lines Station - 0006



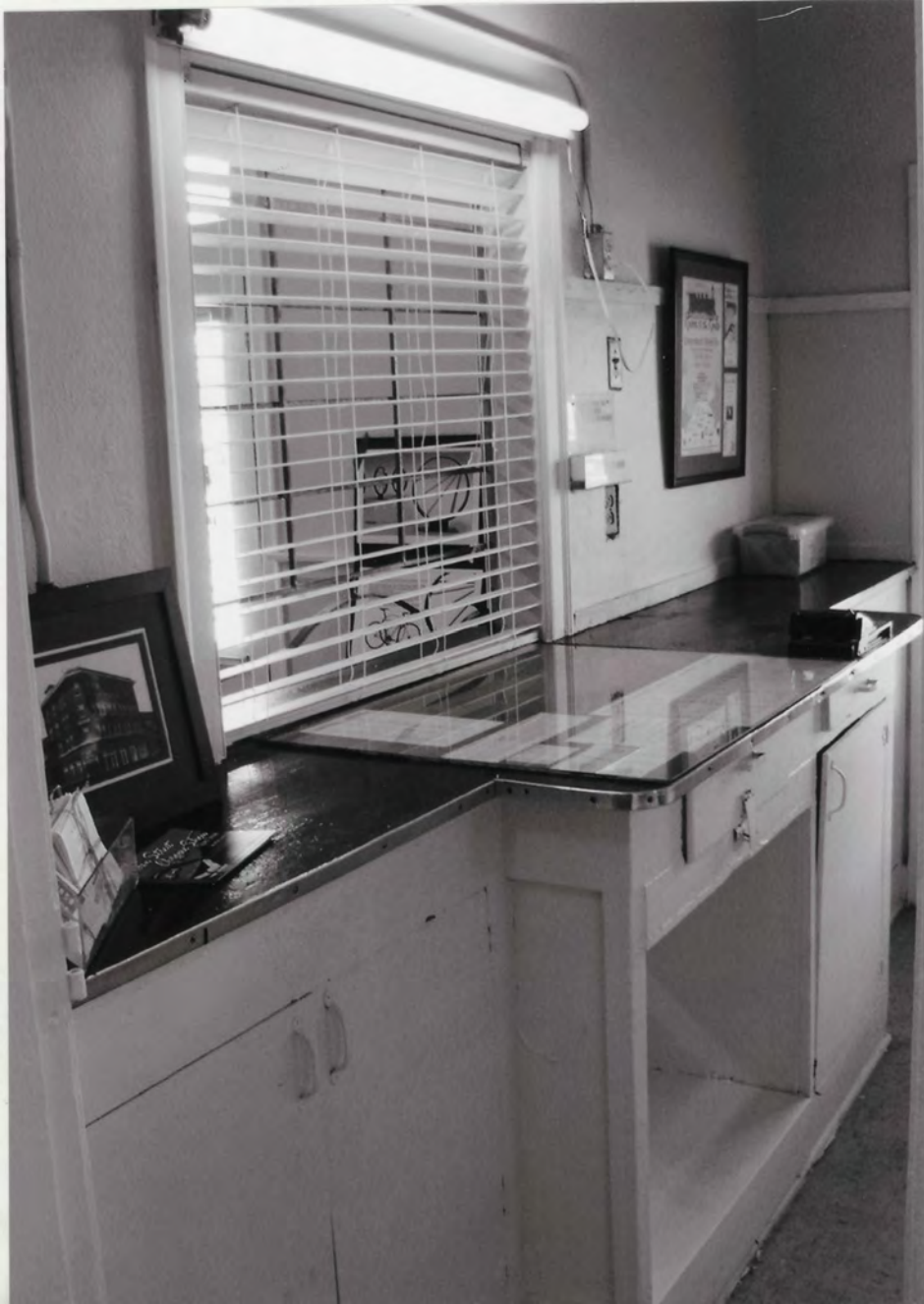
MS. LeFlore County - Gretna Lines Station - 0007



GREYHOUND LINES

TODAY
Day & Title Le

MS - Leflore County - Grayhound Lines Station - 0008



MS - LeFlore County - Greyhound Lines Station - 0009



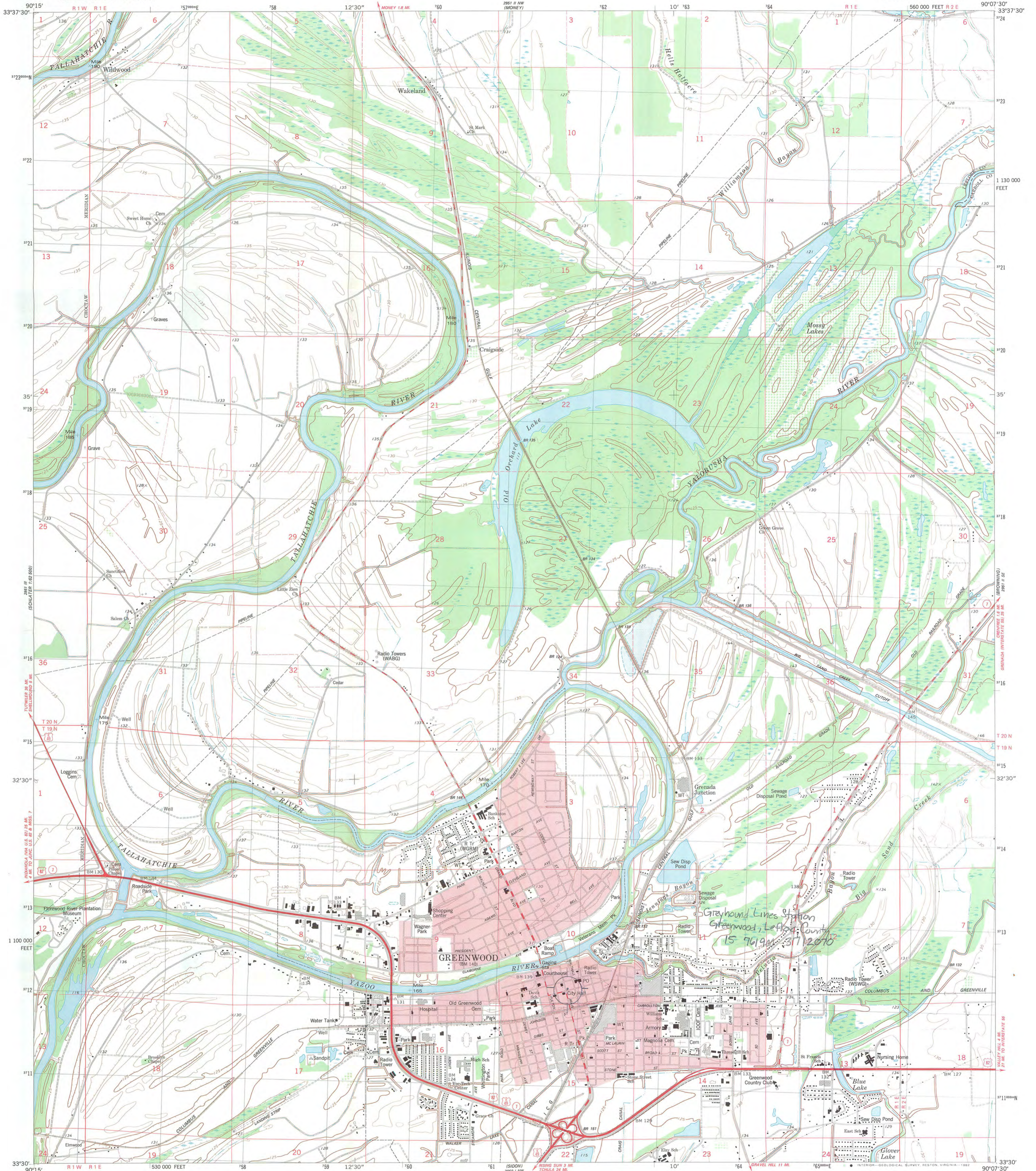
MS - Leflore County - Grayhound Lines Station - 0010

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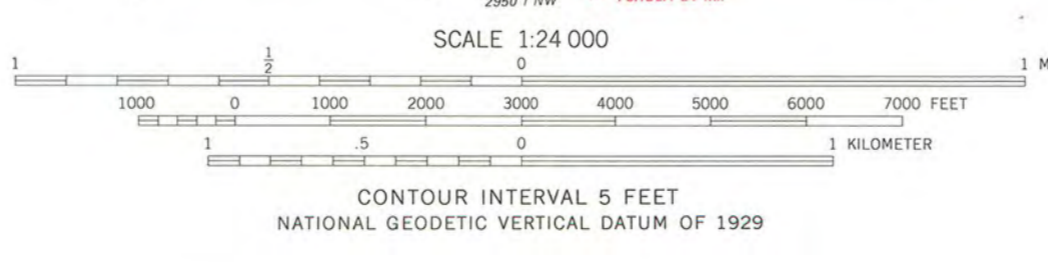
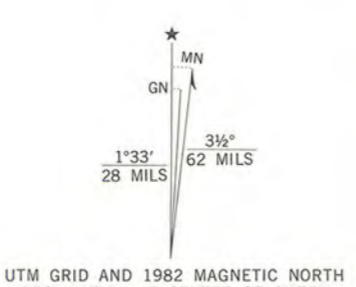
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Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and Mississippi Highway Department
Topography by photogrammetric methods from aerial photographs
taken 1976. Field checked 1977. Map edited 1982
Projection and 10,000-foot grid ticks: Mississippi coordinate
system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid, zone 15
1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 10 meters south and
8 meters east as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

GREENWOOD, MISS.
SW/4 GREENWOOD 15' QUADRANGLE
N3330-W9007.5/7.5
1982
DMA 2951 II SW-SERIES V843



May 24, 2010

Dr. Janet Snyder Matthews
Keeper of the National Register of Historic Places and Associate Director for Cultural Resources
National Park Service
1201 Eye Street, NW (2280)
Washington, D.C. 20005

Dear Dr. Matthews:

We are pleased to enclose the nomination form and supporting documents to nominate the following property to the National Register of Historic Places:

Greyhound Lines Station, Greenwood, Leflore County

The property was approved for nomination by the Mississippi Historic Preservation Professional Review Board at its meeting on May 18, 2010.

We trust you will find the enclosed materials in order and will let us hear from you at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth H. P'Pool".

Kenneth H. P'Pool

Deputy State Historic Preservation Officer

By: William M. Gatlin

National Register Coordinator