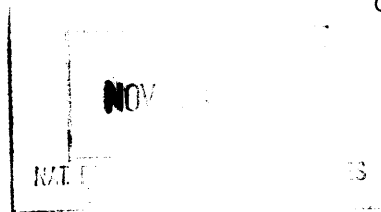


United States Department of the Interior  
National Park Service



# 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 *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name Greyhound Half-Way House  
other names/site number Humphreys County Area Chamber of Commerce

### 2. Location

street & number 124 East Main Street N/A not for publication  
city or town Waverly N/A vicinity  
state Tennessee code TN county Humphreys code 085 zip code 37185

### 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 for 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  nationally  statewide  locally. (See continuation sheet for additional comments.)

Verbal E. Hays 11/15/99  
Signature of certifying official/Title Date  
Deputy State Historic Preservation Officer, Tennessee Historical Commission  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See Continuation sheet for additional comments.)

Signature of certifying official/Title Date  
State or Federal agency and bureau

### 4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
    - 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:)

Elson H. Beall 12/17/99  
Signature of the Keeper Date of Action

**5. Classification**

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

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing
1	1

buildings  
sites  
structures  
objects  
Total

**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**  
0

**6. Function or Use**

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

TRANSPORTATION: Bus Station  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

GOVERNMENT: Office building  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

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

Art Moderne  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls METAL; STUCCO; CONCRETE

roof ASPHALT

other WOOD; GLASS

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets.

**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** N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 year of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1939  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1939  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(complete if Criterion B is marked)  
N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Van Powell, Noland  
\_\_\_\_\_  
\_\_\_\_\_

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):** N/A

- 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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State Agency
  - Federal Agency
  - Local Government
  - University
  - Other
- Name of repository:  
MTSU Center for Historic Preservation  
\_\_\_\_\_

Greyhound Half-Way House  
Name of Property

Humphreys Co., TN  
County and State

**10. Geographical Data**

**Acreage of Property** Less than one acre

Waverly, TN 30 SE

**UTM References**

(place additional UTM references on a continuation sheet.)

1 16 428610 3893210  
Zone Easting Northing  
2 \_\_\_\_\_

3 \_\_\_\_\_  
Zone Easting Northing  
4 \_\_\_\_\_

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Doug Malan, Ike Plemmons, Carroll Van West  
organization MTSU Center for Historic Preservation date April 1, 1999  
street & number PO Box 80, MTSU telephone 615.898.2947  
City or town Murfreesboro state TN zip code 37132

**Additional Documentation**

submit the following items with the completed form:

**Continuation Sheets**

**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.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO) or FPO for any additional items

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Weems Educational Foundation (Col. William Slayden, contact)  
street & number 611 Kenesaw Avenue telephone \_\_\_\_\_  
city or town Knoxville state TN zip code 37919

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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Humphreys County, TN

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## 7. NARRATIVE DESCRIPTION

The Greyhound Half-Way House, now the offices of the Humphreys County Chamber of Commerce, sets at 124 East Main Street in Waverly, Tennessee. The distinctive name was an official Greyhound Bus Company designation, reflecting the fact that this bus station lays at the approximate midpoint of US Highway 70 between Nashville to the east and Jackson to the west. It is a one-story brick and concrete building, with a concrete foundation and flat asphalt roof. It features a blue and white porcelain paneled exterior on the north facade where the panels are molded around the contours of the facade. It is in this manner that the Half-Way House achieves its characteristic Art Moderne streamlined design.

There are four bays on the north facade of the building. Two of the bays are composed of two sets of white double doors with twelve light transoms above each pair. A grooved concrete boarding area stretches from one of the door bays to the other. The east set of entrance doors were originally for African-American patrons. The west set of doors were originally for white patrons. The transoms of the dual entrances have etched chevrons to add to the Art Moderne styling of the building. The other two bays consist of six-over-two metal awning windows with the bottom panes opening. Symmetrically on the north facade is a projecting porcelain paneled canopy where the Greyhound sign once hung.

The east and west elevations are almost identical. The curved spaces that meld the facade to the side elevations include six-over-four awning windows. There are four decorative bands of white tile and two white Greyhound accents on the top of both side elevations. There are two additional window bays on each side elevation of six windows hung vertically. The original east elevation, however, contains a double-paneled nine-light wooden door that provided interior access to the restroom and bedroom quarters provided for drivers stopping overnight at the Half-Way House.

The south (rear) elevation is finished with white stucco. The elevation has a total of six asymmetrical bays. From west to east, these include a boarded-up window bay; boarded-up six-over-six double-hung window with a boarded-up three light transom; wooden door with a boarded-up one light transom; a boarded-up original window with six light transom; a boarded-up original window with six light transom; and a boarded-up original window with an eight light transom. The windows were boarded-up circa 1973.

The interior is distinctly divided into two sections, indicating its original function as a segregated spaces for white and African-American patrons. The west (now main) entrance opens into the original waiting room and lunch counter for white patrons. This open space now serves as the

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main office area for the Chamber of Commerce. Windows surround this area and most are six-over-two configurations. One window opens at the bottom of each of these panels. On the rounded corners, the windows have twelve-over-four patterns with three windows operable by simple metal latches. The front doors still contain the original metal work on the handles and trim, and original Greyhound Bus logos are visible on the trim. In this main area, the original tile floor was covered by carpet, but tile work is still visible on the baseboards and the original tile floor is intact underneath the carpet.

To the east of the entrance door, an L-shaped work desk and display area, installed circa 1973, extends from the corner and wraps around the area converted into the desk space for the Chamber of Commerce. The work desk and display area replaced the original lunch counter from the Half-way House. A hump in the floor on the open side of the counter reveals the spot where cooks and waitresses ascended behind the original counter.

Men's and women's restrooms are along the south wall of the white waiting room. These spaces are cleared of all restroom facilities and converted into storage spaces. The original metal doors to the restrooms, which opened to the inside, have been replaced by basic, wood-panel doors that open to the outside. Both restrooms feature door moldings that are fluted with a square base. The women's restroom is on the west and contains two windows. The window on the far wall of the restroom has been boarded-up, and the other window is a three-over-two double-hung window. Parts of the original tile floor are visible in places where the carpet is worn away. Tile wainscoting extends about four feet up, while plaster covers the remaining wall to the ceiling. The tile was painted green, circa 1973. The men's restroom to the east has one window that is painted over. In this restroom, the carpet is torn away to reveal the original tile work, that shows areas stained by carpet glue. The floor is a honeycomb design that is predominantly white with blue highlights. The tile wainscoting is about four feet high; it too was painted green circa 1973. The plaster wall is original.

East and behind the work desk area is a wall that separates the building into its three primary interior spaces: the white waiting area with restrooms; the African-American waiting area with restrooms and kitchen; and the employees' area, where an overnight room served the bus drivers.

A narrow hallway divides the two segregated waiting rooms and provides access to the employees' area. While the "white" section is changed from the original because of business considerations, the African-American waiting area has retained many of the original features of the Greyhound Bus Half-Way House. The African-American waiting room is smaller and did not contain a lunch counter; food was prepared in a small kitchen located off the hallway next to the

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waiting area. Three doors on the south wall in the African-American waiting room are for three separate rooms. The west room is a storage area that offers few clues to its original use. It is accessible by the same type of wood-paneled doors that hang on the restroom entrances in the white section. The middle room is the women's restroom while the west room is the men's restroom. Both restrooms have the original metal doors that push open to the inside. Some of the original metal work and details are visible on the door, but other parts are covered in brown paint. Both restrooms still contain sinks, which are functioning, but the areas now serve more storage areas. Toilets are also in place under piles of boxes. The original tile floors seem to be in better shape in these areas. There is no indication that they were ever covered with carpet.

A dual-bay kitchen is next to the African-American restrooms and served as the food preparation area for segregated customers. The kitchen's front bay is now mechanical space. There is a heating unit and a water unit. The second bay is much narrower and features a squared switch box on the wall.

The hallway leading to the employees' area contains one original light fixture. The fluted door opening in the hall has heavy facings. This fluted style is a feature of the Art Moderne period. A rear storage room, accessible by the rear exterior door and the hallway, has considerable water damage at the base of the wall, and termites appear to have eaten away at parts of the baseboards in the corner. In the spring of 1999 the Chamber consulted with local contractors on how best to repair this area without compromising the historical integrity of the building's materials and workmanship. The light fixtures in this area are not original.

A door in the east wall opens to an area that is now a storage area for the local food drive. Originally, this large room with bathroom provided overnight accommodations for bus drivers and other company employees. The Half-Way House operated twenty-four hours a day; therefore its original design included this "off-duty" area for night shift employees. The floor was covered with carpet, circa 1973. The room featured a bed and probably a small dresser when it was in use. There is a small clothes closet in one corner and a bathroom next to it. The period bathtub is still intact, although it is covered with a plywood board. The original honeycomb-pattern white and blue tile wainscoting and tile floor are extant. The sink and toilet also are still in place. Next to the bath area, another door with glass insets opens into a small foyer. The foyer separated the driver's accommodations from the outside. The foyer is a small area with original plywood floors and leads to the building's east exterior entrance.

Built for storage by the Weems Educational Foundation in 1973 is a long rectangular concrete storage building, with an asphalt shingle shed roof, At the rear of the property. (NC, due to date of construction)

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Greyhound Half-Way House  
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The Greyhound Half-Way House, although it has not served as a bus station for over twenty-five years, retains a high degree of exterior and interior integrity. Significant interior features that are removed include original light fixtures, benches for seating, the lunch counter, and some restroom fixtures. Yet, the original spaces of the building are not reduced in size and many decorative features typical of Art Moderne style remain intact. On the exterior, the only significant change is the removal of the original Greyhound sign in 1973. Gas pumps were removed in 1973. The building has no additions. To the rear stands a storage building from 1973 that is not noticeable from the highway. This building conveys well its historic association, location, feeling, setting, materials, design, and workmanship.



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Humphreys County, TN

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## 8. Statement of Significance

The Greyhound Half-Way House, at 124 East Main Street, Waverly, Humphreys County, Tennessee, is eligible for listing in the National Register of Historic Places under Criterion C as a locally significant example of Art Moderne architecture, based on a standardized design developed by architect Noland Van Powell for the Dixie Greyhound Lines, Inc., in the late 1930s.

Construction of the Greyhound Half-Way House began in the winter of 1938 and the station opened in early 1939. According to recent interviews, and stories in the county newspaper during 1939, the opening of the Half-Way House was eagerly awaited in Waverly. The new station, it was thought, would make Waverly a much more popular stop on the Memphis-to-Bristol Highway (US Highway 70) for both commercial and recreational traffic. In addition, the sparkling new station, with its lunch counter service, promised to give local residents a higher class of bus service. The Greyhound Bus Company named the station a Half-Way House because it was the first major company installation between Nashville and Jackson. In the latter city, Greyhound also constructed an Art Moderne-styled station, which is still extant (NR 2/11/93).

The Greyhound Half-Way House initially employed five people, who signed the back of the first postcard about the property in June 1939: Paul Hooper, F. M. Johnson, Mark H. Collier, Mrs. Juanita Johnson, and Claude (Chili) Chilton. The lunch counter became a popular gathering place for white patrons; less is known about the other side of station, which served African-American patrons in a separate waiting room. The Greyhound Half-Way House was designed as a segregated facility. The African-American waiting room was smaller than its white counterpart and it lacked a lunch counter. Food service was provided from a separate kitchen. Interviews with Dick Meadows and State Representative Joe Fowlkes, who both grew up in Waverly during the post-World War II years, emphasized how the Half-Way House was the teen gathering spot in Waverly for a generation and how it was always open and ready for business.

The term Half-Way House also referred to more than the station's geographical location along US Highway 70. It also was a reference to the station's function as overnight accommodations for company drivers. In the northeast corner of the building were three rooms: a small private bathroom with toilet and tub; a closet; and a larger open space for a bed and furniture. This area is now used for storage for the Chamber's food bank program. The bathroom serves as the restroom for Chamber employees and visitors. The building once had its own gasoline pumps, located northeast of the building.

The architect of the Greyhound Half-Way House in Waverly was Greyhound company architect Noland Van Powell, a noted designer of the streamlined style, who developed standardized

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styles and plans for Greyhound stations during these years. Van Powell, for instance, was the architect of the Greyhound station (NR 2/11/93) in Jackson. As architectural historian Philip Thomason pointed out in the earlier National Register nomination of the Jackson station:

The Art Moderne style was well suited for transportation-related businesses and was used widely 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 panels enhanced this appearance.<sup>1</sup>

As architectural historian Dr. Robert M. Craig further observed: "the functional and aesthetic links to transportation and streamlining help to identify a unique building style, a style that mirrors an increasingly mobile American society." To Craig, the significance of Art Moderne in a building such as the Greyhound Half-Way House is clear: "As buildings served by and serving the automobile, the architecture of the Streamlined Moderne constitutes a unique design typology of the 1930s and beyond."<sup>2</sup>

Within this broad significance of Art Moderne on American's Depression-era roadsides, the designs of the Dixie Greyhound Lines, Inc., have special significance. "Bus depots built across American by Greyhound," emphasized Craig, "positioned themselves at roadsides as architectural equivalents of the 'Silversides' and other streamlined buses. Both bus and depot shared a dynamic, flowing aesthetic of slick skin surfaces, rounded corners, and a sensation of movement."<sup>3</sup>

The Greyhound Half-Way House in Waverly exhibits these key Moderne design characteristics in its rounded glass and metal corners on both the east and west elevations (facing traffic on US Highway 70) and in its blue and white enamel panels. Door hardware and designed inserts of

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<sup>1</sup> Philip Thomason, "Greyhound Bus Station, Madison County, Tennessee," National Register of Historic Places Nomination Form, Tennessee Historical Commission, 1993.

<sup>2</sup> Robert M. Craig, "Transportation Imagery and Streamlined Moderne Architecture: A Case for a Design Typology," in Jan Jennings, ed., *Roadside America: The Automobile in Design and Culture* (Ames, Iowa: Iowa State University Press, 1990), 15.

<sup>3</sup> *ibid.*, 20.

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greyhounds in motion completed the building's association with speed and with the Greyhound company.

No other cultural resource in Waverly better documents the town's historic relationship to the Memphis-to-Bristol Highway (later US Highway 70) than this building's late 1930s architecture. Due to the integrity of the design, materials, and workmanship, the Half-Way House is the town's best example of streamlined Art Moderne style and is eligible for the National Register under Criterion C. The extant Micea Theater (circa 1940) features a black structural glass facade with Art Deco influence. The Greyhound Half-Way House, however, is the only Art Moderne building. It documents the impact of modern architecture, especially its roadside manifestations, on the landscape of this small Tennessee county seat. Due to the intact interior plan of two original segregated spaces for whites and African-Americans, the building also documents how corporate design accommodated Jim Crow Era segregation in the mid-twentieth century. Moreover, the building is remembered by older residents today of its time, from 1939 to 1973, when its twenty-four-hour counter served as a teenage gathering spot.

The Weems Educational Foundation of Waverly acquired the building in 1973, when it ceased to be a Greyhound station, in order to ensure its future preservation. Currently the building houses the offices for the Humphreys County Chamber of Commerce.

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## 9. BIBLIOGRAPHY

Craig, Robert M. "Transportation Imagery and Streamlined Moderne Architecture: A Case for a Design Typology." Jan Jennings, ed. *Roadside America: The Automobile in Design and Culture*. Ames, Iowa: Iowa State University Press, 1990. 15-29.

Fowkles, Joe. Interview by Carroll Van West, January 1999, Nashville, TN. Notes in possession of Center for Historic Preservation.

Meadow, Dick. Interview by Carroll Van West, February 1999, Smyrna, TN. Notes in possession of Center for Historic Preservation.

Palk, Brenda. Interview by Carroll Van West, November 5, 1998, Waverly, TN. Notes In possession of Center for Historic Preservation.

Povlin, Bill. Interview by Carroll Van West, November 1998 and February 1999, Waverly, TN. Notes in possession of Center for Historic Preservation.

Slayden, Colonel William. Interview by Carroll Van West, March 31, 1999, Knoxville, TN. Notes in possession of Center for Historic Preservation.

Thomason, Philip. "Greyhound Bus Station, Madison County, Tennessee." National Register of Historic Places Nomination Form. Tennessee Historical Commission, 1993.

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## 10. GEOGRAPHICAL DATA

### Verbal Boundary Description

The Greyhound Half-Way House is at 124 East Main Street, marked as Lot 10, block Q on the attached Humphreys County Tax Map 64-H.

### Boundary Justification

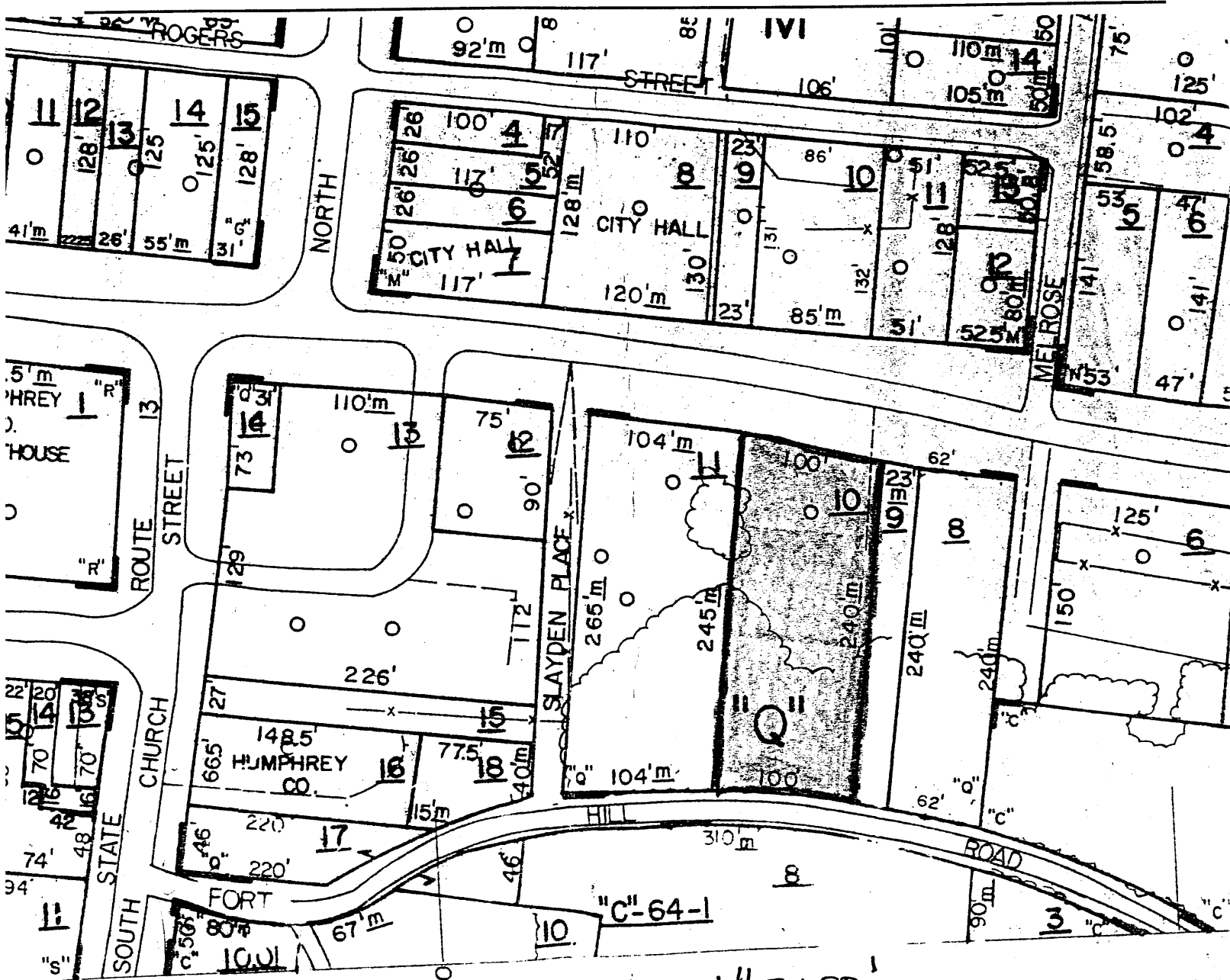
The nominated boundaries contain all of the extant historic property associated with the Greyhound Half-Way House.

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E 1470,000

1" = 100'

- CREEK
- STATE LINE
- CO. LINE
- CORP. LIMITS
- TRANSMISSION LINE
- ROAD
- RAILROAD
- 1/2 SECTION LINE

65-D	64-A	64-B
65-E	64-H	64-G
65-L	64-I	64-J

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## PHOTOGRAPHS

Greyhound Half-Way House,  
Waverly, Humphreys County, TN

Photos by:   Carroll Van West  
                  MTSU Center for Historic Preservation

Negatives:   Tennessee Historical Commission  
                  2941 Lebanon Road  
                  Nashville, TN 37243

North facade, facing southwest  
1 of 28

North facade, facing southeast  
2 of 28

West entrance, facing south  
3 of 28

Detail, west entrance doors, facing south  
4 of 28

North facade detail, facing southwest  
5 of 28

East entrance, facing south  
6 of 28

North facade and west elevation, facing east  
7 of 28

North facade and west elevation, facing southeast  
8 of 28

Greyhound panel detail, west elevation, facing east  
9 of 28

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West elevation, facing northeast  
10 of 28

South elevation, facing northeast  
11 of 28

South elevation and east elevation, facing northwest  
12 of 28

East elevation, facing west  
13 of 28

White waiting room, facing northwest  
14 of 28

White waiting room, lunch counter area, facing northeast  
15 of 28

Women's restroom (white), facing south  
16 of 28

Men's restroom (white), facing south  
17 of 28

African-American waiting room, facing east  
18 of 28

African-American waiting room, facing south  
19 of 28

Men's restroom (African-American), facing south  
20 of 28

Former African-American kitchen, facing east  
21 of 28

Hallway between the two waiting rooms, facing south  
22 of 28



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Hallway between the two waiting rooms, facing north  
23 of 28

Door into former drivers' accommodations area, facing east  
24 of 28

Drivers' accommodations, facing southwest  
25 of 28

Drivers' accommodations, facing northeast  
26 of 28

Bathroom, drivers' accommodations, facing north  
27 of 28

Storage building, facing southeast  
28 of 28