

285

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1. Name of Property

historic name Union Bus Station

other name/site number Richmond Bus Depot, MA-R-74

2. Location

street & town 127 South Third Street NA not for publication

city or town Richmond NA vicinity

state Kentucky code KY county Madison code 151 zip code 40475

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

David Pollack
Signature of certifying official/Title David Pollack, SHPO

2/12/07
Date

Kentucky Heritage Council/State Historic Preservation Office
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:) _____

Edson H. Beall
Signature of the Keeper

Date of Action

4-10-07

Union Bus Station
Name of Property

Madison County, KY
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
	sites
	structures
	objects
1	0
	Total

Name of related multiple property listing

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

NA

Number of contributing resources previously listed in the National Register

NA

6. Function or Use

Historic Function

(Enter **only** categories from instructions)

TRANSPORTATION/Road Related

Current Function

(Enter **only** categories from instructions)

VACANT/Not in Use

7. Description

Architectural Classification

(Enter **only** categories from instructions)

No Style

Materials

(Enter **only** categories from instructions)

foundation See Continuation Sheet

walls

roof

other

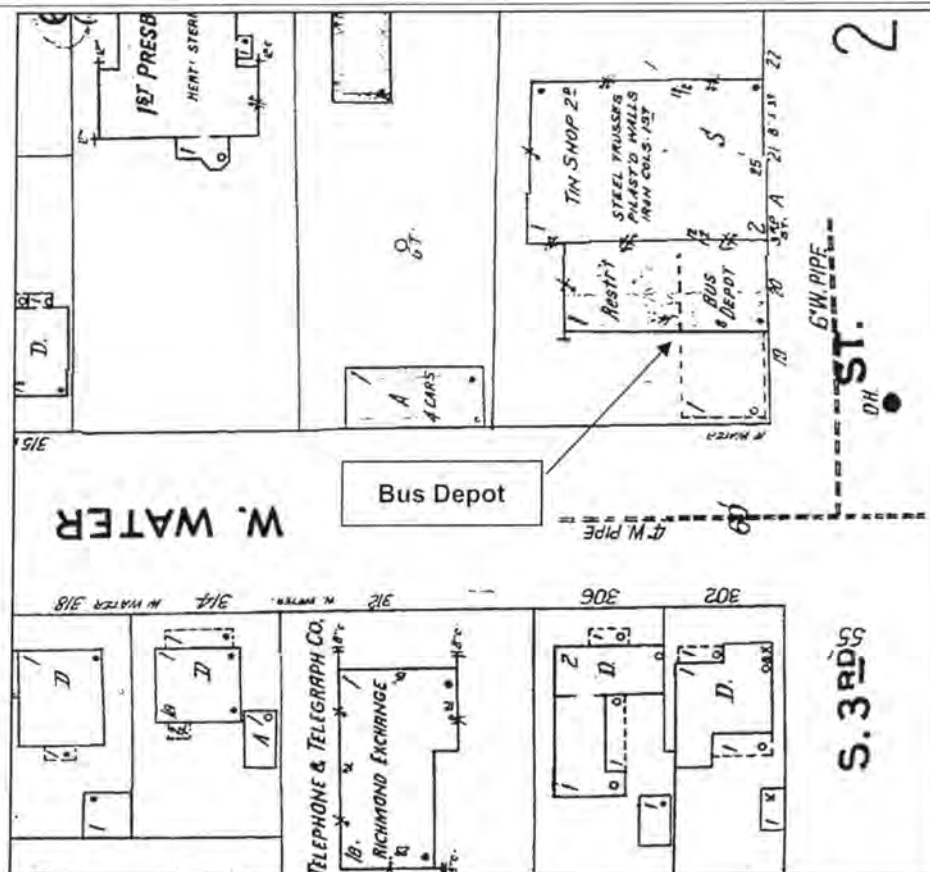
Narrative Description

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

☒ See continuation sheet(s) for Section No. 7

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section 7 Page 1

Union Bus Station, Richmond,
Madison County, Kentucky



Detail from revised 1926-1949 Sanborn Fire Insurance Map for Richmond, Kentucky, indicating the location of the bus depot. The pull-through canopy and restaurant area shown here are still present.

NARRATIVE DESCRIPTION

The Union Bus Station (MAR-74) is located at 127 South Third Street in Richmond, Madison County, Kentucky.

The building is situated at the northwest corner of the intersection of South Third and West Water Streets, close to the center of downtown Richmond and adjacent to historic brick commercial structures that help define the character of Water Street. The building shares its north wall with the Landmark Apartment building, an early twentieth century, two-story brick structure that historically housed a tin shop but now has law offices at street level.¹

The bus depot lot measures approximately 96' by 82' with the long side fronting Water Street. Water Street is parallel to Main Street, one block south of it, and lower in elevation. On adjacent blocks on the north side of Water Street are the rear facades of a concentrated row of commercial and municipal buildings that front Main. Third Street runs roughly north and south and slopes downward on this block from Main to Water.

1. Sanborn Fire Insurance Map for Richmond, Kentucky, 1929-1949 Revised

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Union Bus Station, Richmond,
Madison County, Kentucky



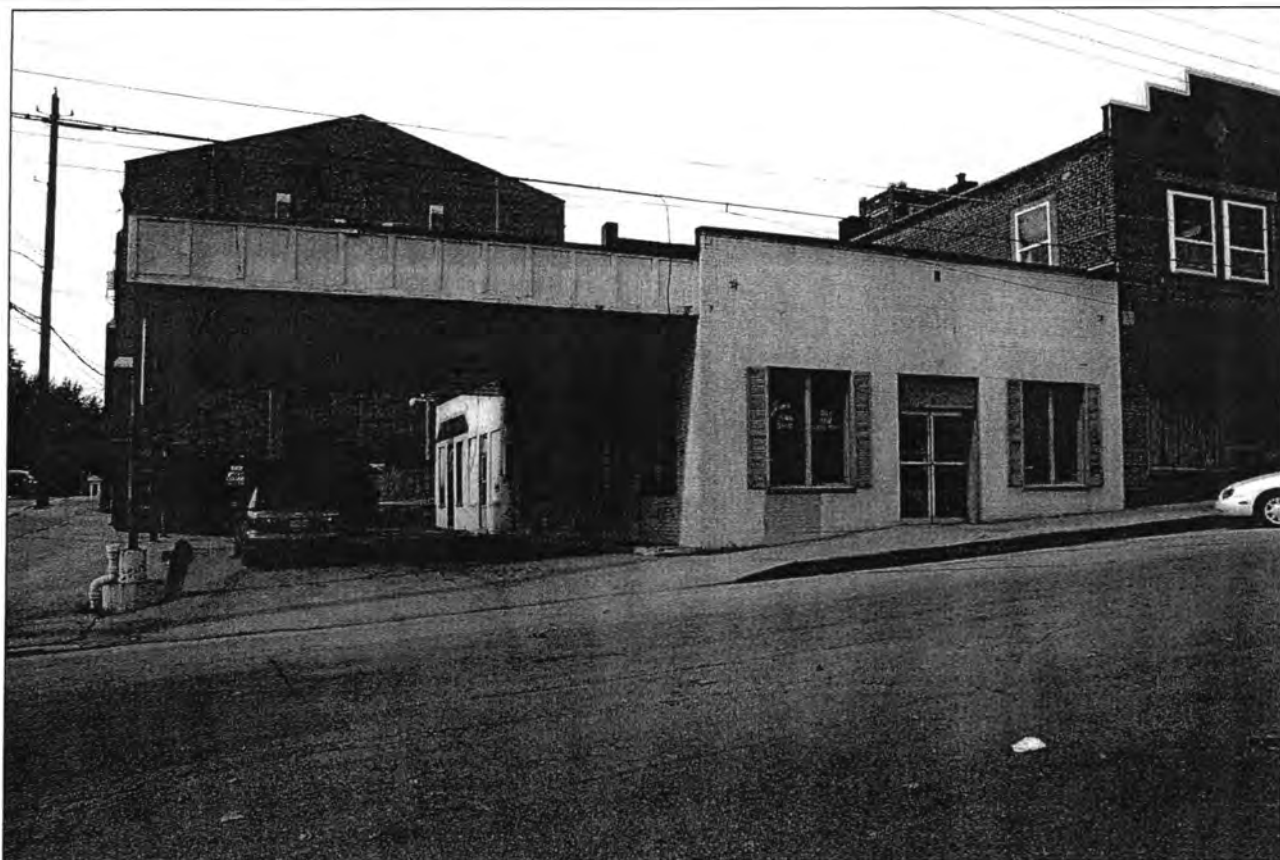
View of bus depot facing northwest across the intersection of Third and Water Streets.

Directly across Third Street from the bus depot there is currently a large municipal parking lot. The historic Glyndon Hotel stands just to the north, about forty yards from the bus depot at the corner of Third and Main. The hotel is a contributing structure in the Downtown Richmond National Register District. The Glyndon Hotel historically marks the start of Richmond's downtown commercial center.² Prior to construction of the bus depot, ticket, loading, and waiting areas for regional bus lines were located in the lobby of the Glyndon Hotel.

2. Linda Sweet, Wayne Burnett, et al, "Downtown Richmond Historic District, National Register of Historic Places Inventory—Nomination Form," September 30, 1976. U.S. National Park Service.

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CONTINUATION SHEET
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Union Bus Station, Richmond,
Madison County, Kentucky



East elevation, facing west across Third Street.

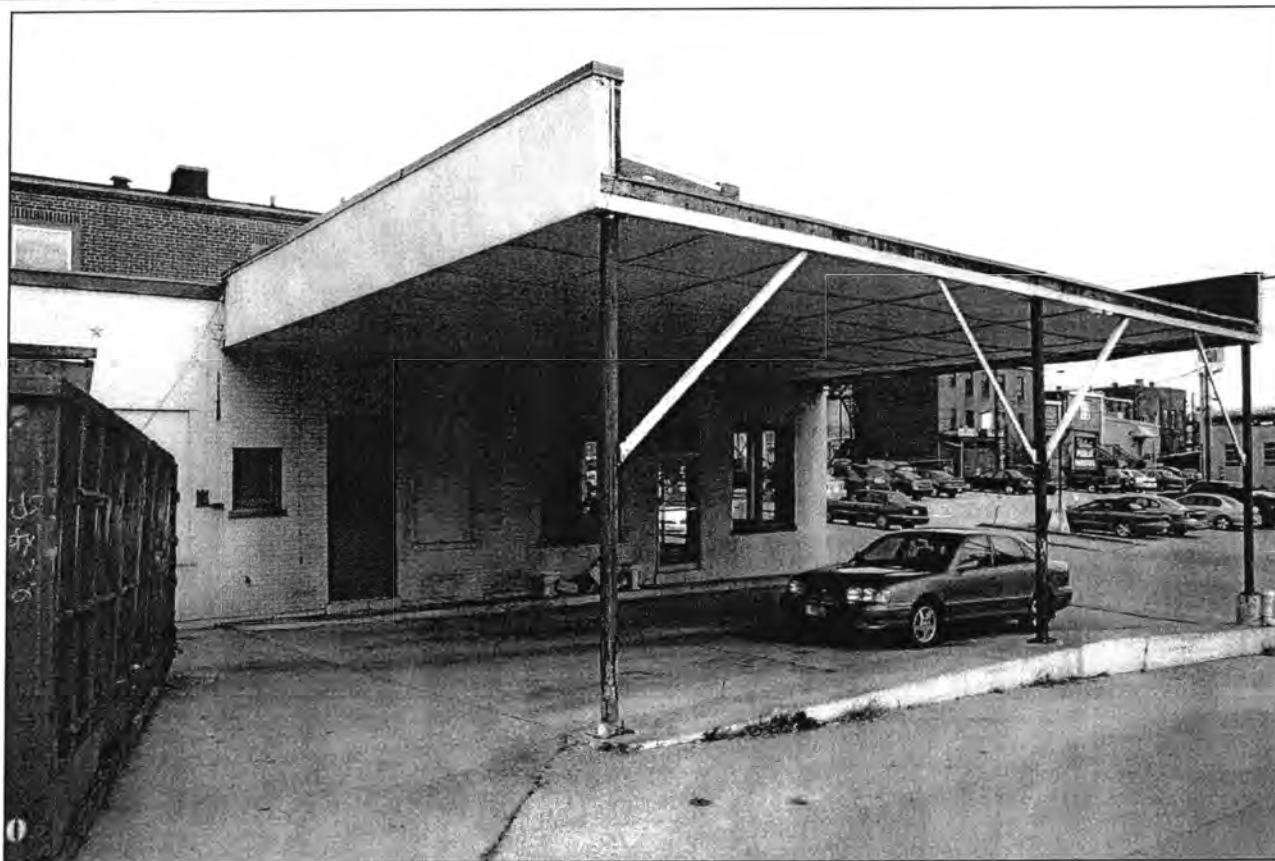
The building is a one-story high rectangle measuring thirty-two feet on the east elevation by seventy-two feet on the south. The building has a flat roof that slopes toward the south edge for drainage. There is a brick parapet wall extending above the roof on the east and west elevations. The parapets are capped with aluminum. The western parapet wall steps down twice from north to south, while the parapet fronting Third Street is flat.

There are two fixed, double-width windows flanking a central double doorway on the east (Third Street) elevation. The doorway is recessed 12 inches into the wall. The transom above the doorway, now boarded up, extends upward so that the opening matches the height of the flanking windows. Each window is approximately six feet in height by three feet wide. They each have a 3-inch wide vertical muntin and a brick sill which projects slightly from the plane of the wall. The windows appear to be original. Above each of these openings is a decorative square pattern of brick in soldier courses, inset into the plane of the wall. There is a belt of bricks in a soldier course extending horizontally across the west elevation, just above the openings.

There are four single-entry doorways on the south (Water Street) elevation. Each has a transom and is flanked by two window openings. The easternmost of these windows are double width, with vertical muntins similar to those on the Third Street elevation. The windows on the south elevation, where they are not boarded up, appear to be original.

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Union Bus Station, Richmond,
Madison County, Kentucky



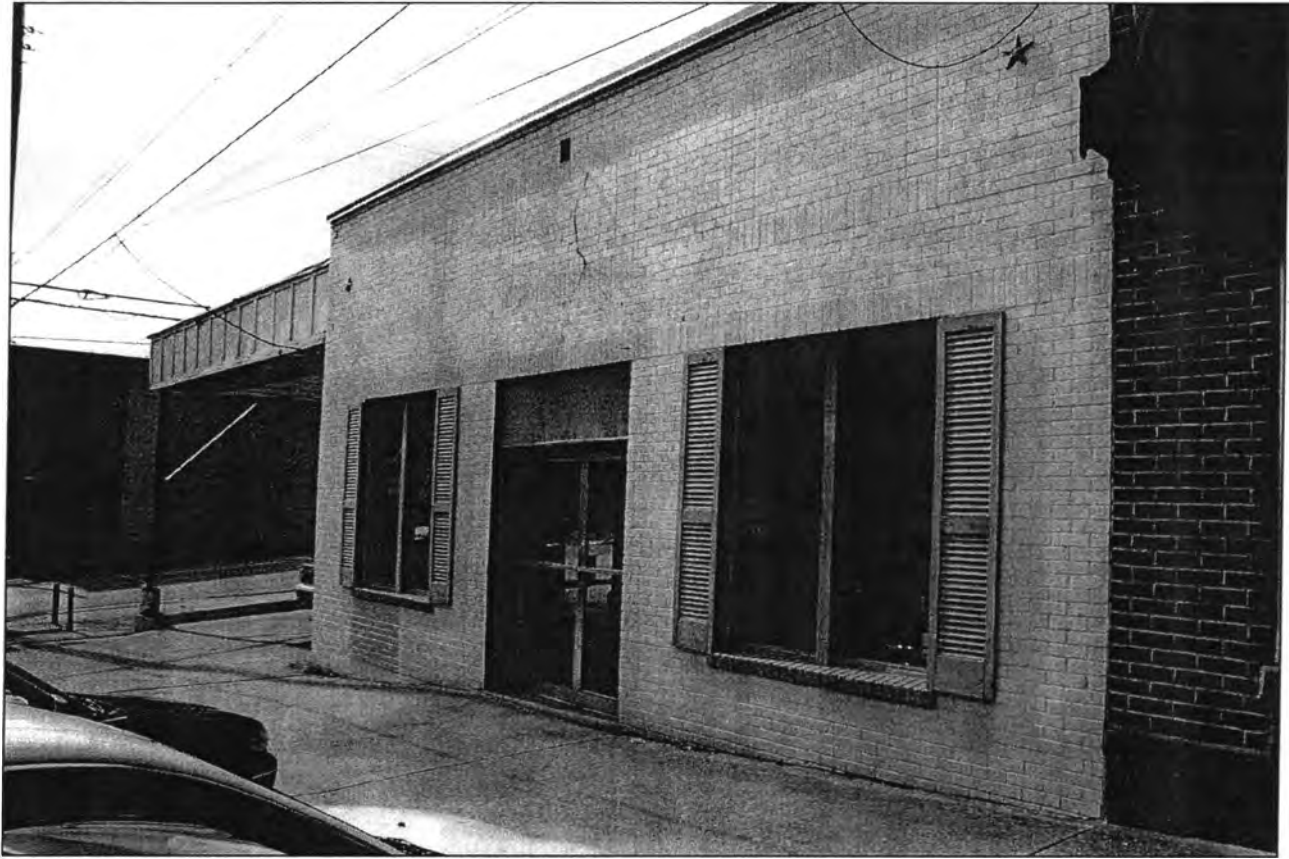
South side of building, view facing northeast.

Projecting from the south façade is a canopy, in line with the roof, measuring approximately 30 by 40 feet and supported by three round, steel posts set into a raised concrete berm. The berm and canopy work to direct bus and other vehicle traffic in front of the doors along the building's south elevation.

The main form of the canopy appears to date from 1932, as evidenced by the 1926-1949 revised Sanborn map. The roof, posts, and internal steel trusses appear to be original. There are parapet walls on the east and west edges which, while likely to be original in form, are currently clad in replacement plywood and/or sheet metal. Historically, the canopy provided both lighting and protection from the elements for the white and black passenger loading areas. Material evidence reveals that at one time the canopy would have had signage affixed to it along the south elevation, and there were lights suspended from the ceiling. Currently the ceiling is of painted plywood with battens at the joints. There is currently no signage and there are no lights.

NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky



East (Water Street) side, view facing southwest.

The building's foundation, where visible, is of continuous poured concrete and is original. The brick walls, also original, are a veneer set in a running bond pattern. They are currently painted pale yellow. Exposed areas inside the building reveal that behind the exterior brick, the walls are composed of ceramic fire-proof block.

The roof is clad with a built-up composite bituminous material. The two doors on the eastern elevation and the easternmost doors on the south elevation are set in modern aluminum frames, while the rest of the doors are of wood and appear to be original. The foundation, walls, roof, doors, transoms, and fenestration pattern are typical of 'modern' utilitarian commercial buildings for this period and are in good condition.

**NATIONAL REGISTER OF HISTORIC PLACES
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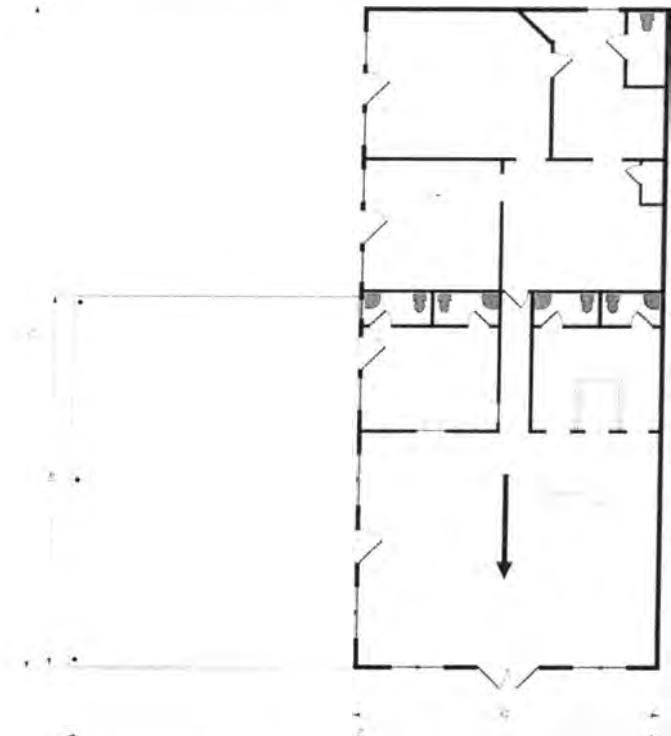
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**Union Bus Station, Richmond,
Madison County, Kentucky**



View of Interior facing Third Street (Primary pedestrian entrance to the building).

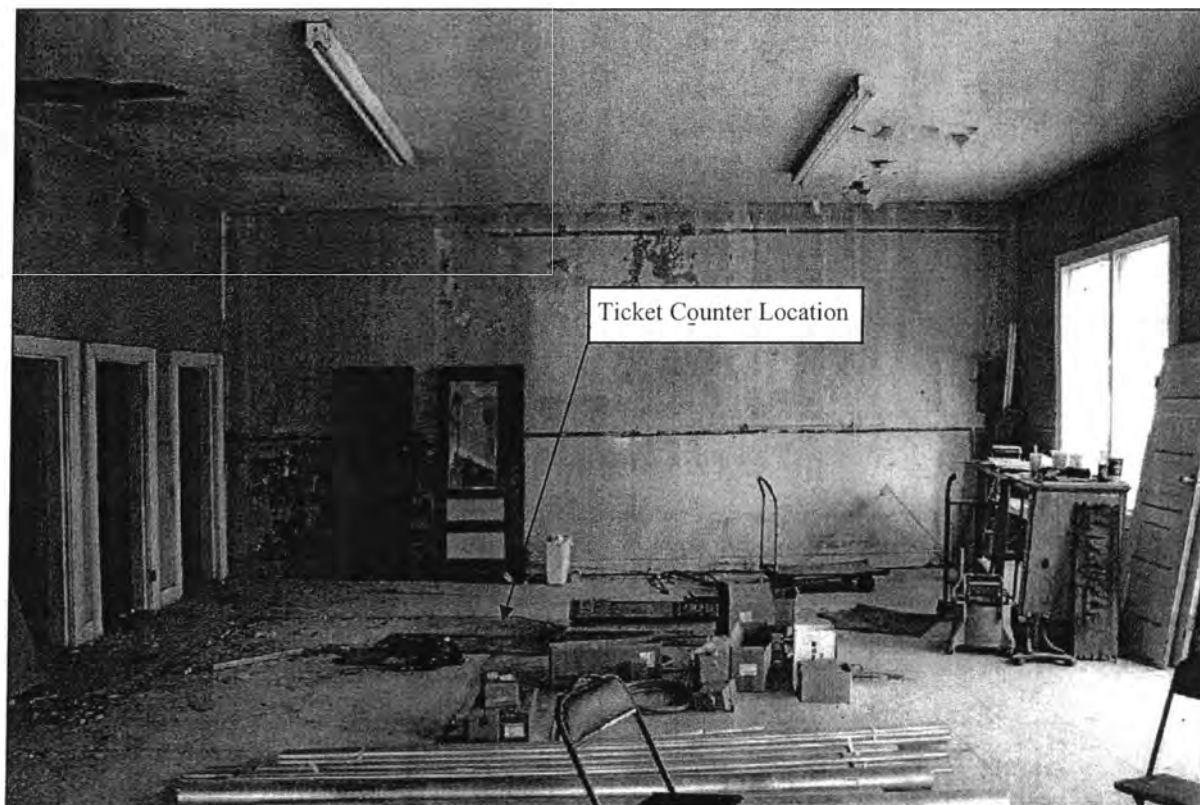
This image shows the original lobby space. The façade is unaltered from its original design intent, while the floor space continues to mirror the building's original open plan for the lobby.



**NATIONAL REGISTER OF HISTORIC PLACES
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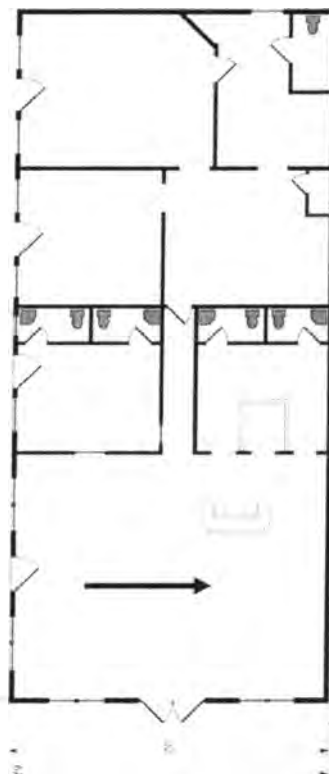
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**Union Bus Station, Richmond,
Madison County, Kentucky**



View of interior lobby facing the former ticket counter area.

A ghost of the ticket counter is outlined in the tile floor. Also, in the background of the image are the original doors for the storage closet and bathroom areas (doorways to the left).



NATIONAL REGISTER OF HISTORIC PLACES
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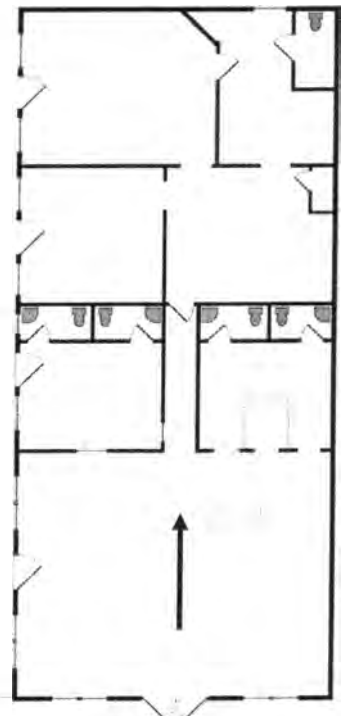
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Union Bus Station, Richmond,
Madison County, Kentucky



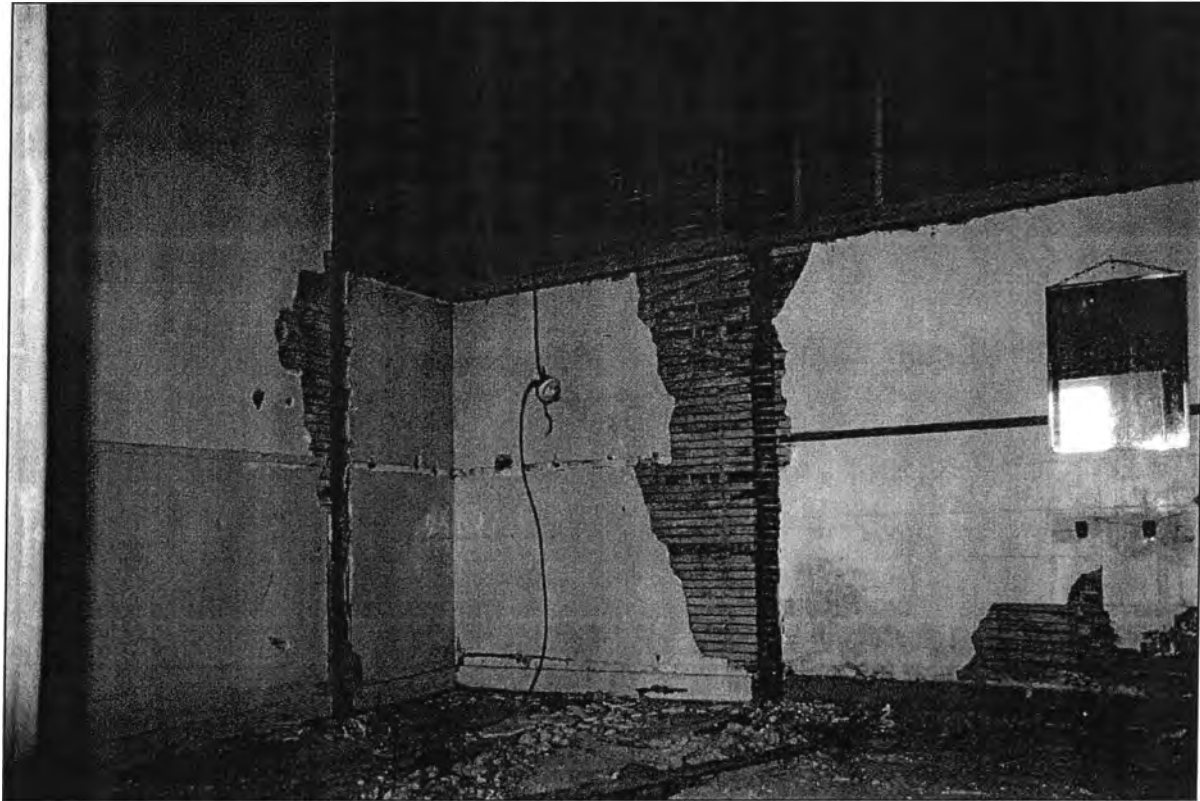
View of interior showing hallway passage leading to the baggage and dining areas.

The baggage areas and restaurant were located in the rear of the bust station. The exit for loading passengers is to the left. That exit leads to the canopy area where the buses parked.



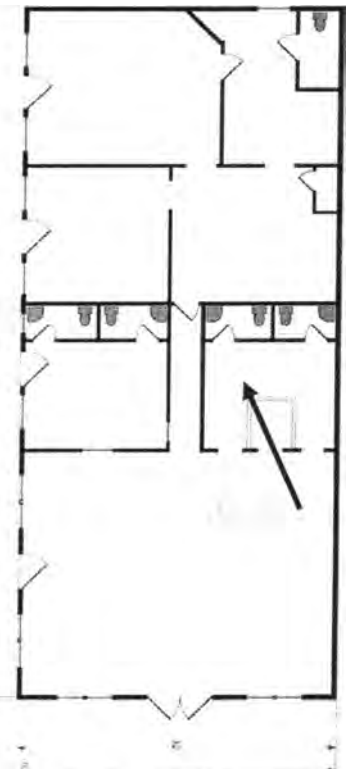
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Union Bus Station, Richmond,
Madison County, Kentucky



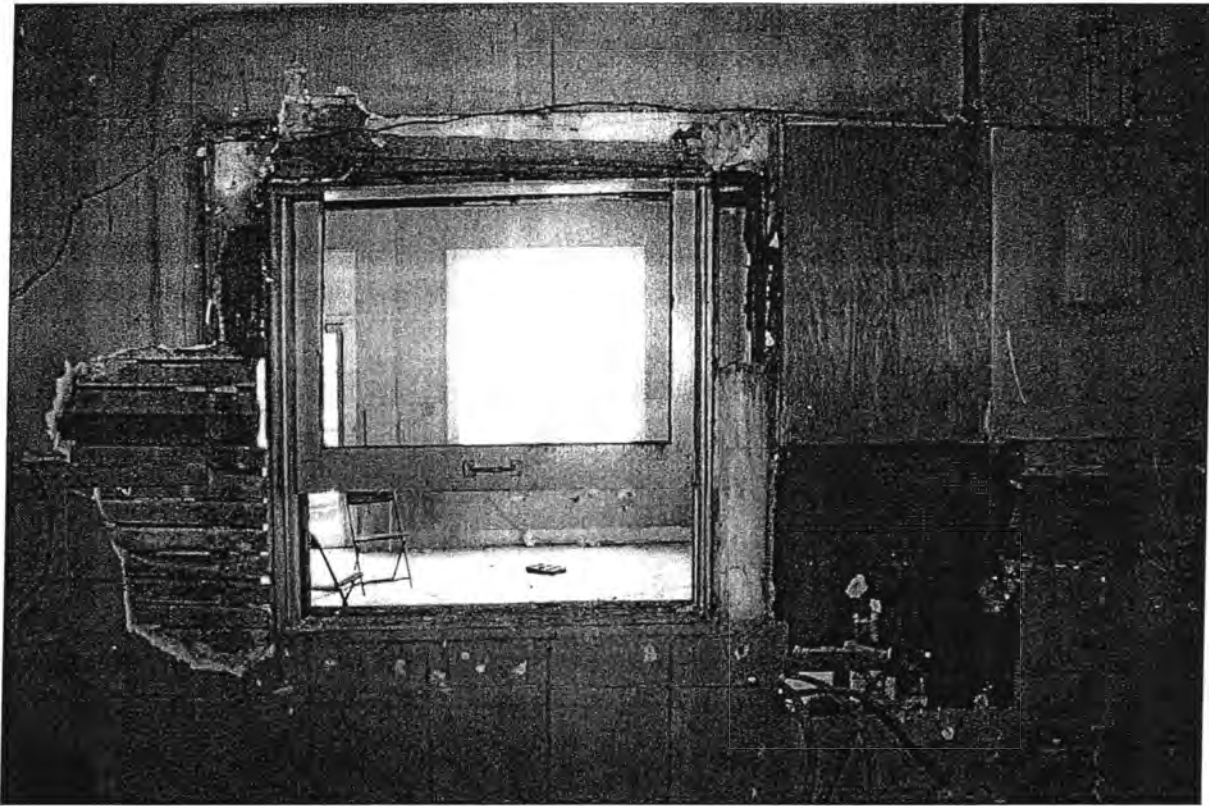
View of segregated restrooms.

This image reveals the location of the original dividing walls for the segregated public restrooms used by whites. The exposure of materials shows the integration of the framing with the poured concrete foundation. The plaster walls were supported by lathing that was attached to vertical studs. This construction technology was widely used on all types of buildings.



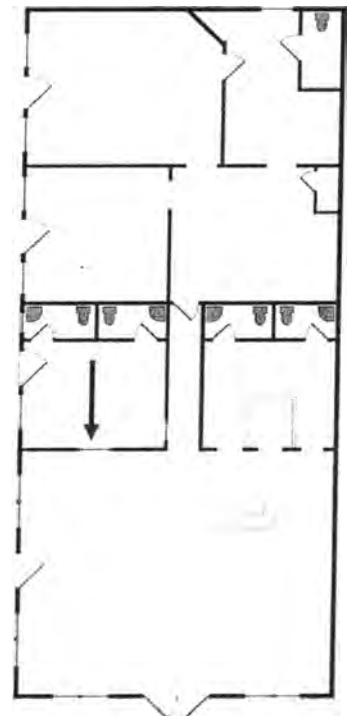
NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky



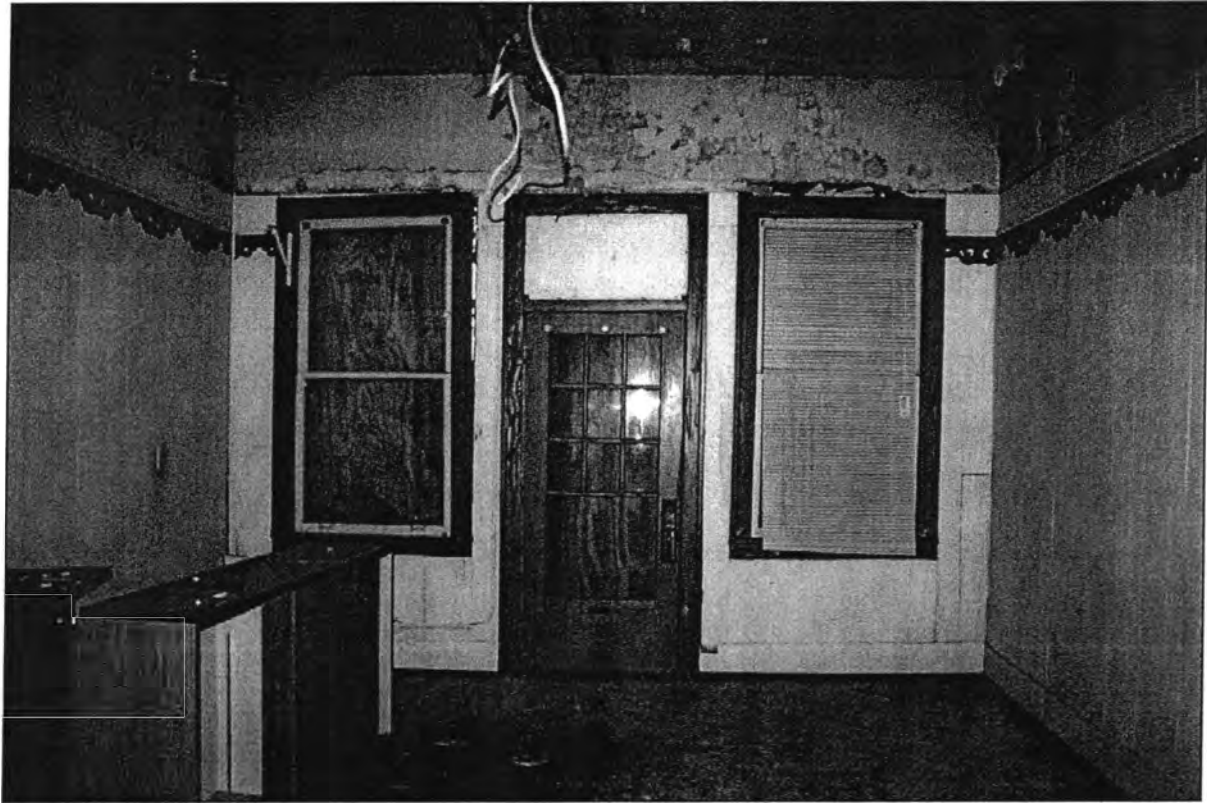
View of interior pocket window that opened to lobby space.

This pocket window is in the segregated waiting area that was used by African Americans. Its original function is not known. It likely served as a device for exchanging information, tickets, etc., between blacks and whites.



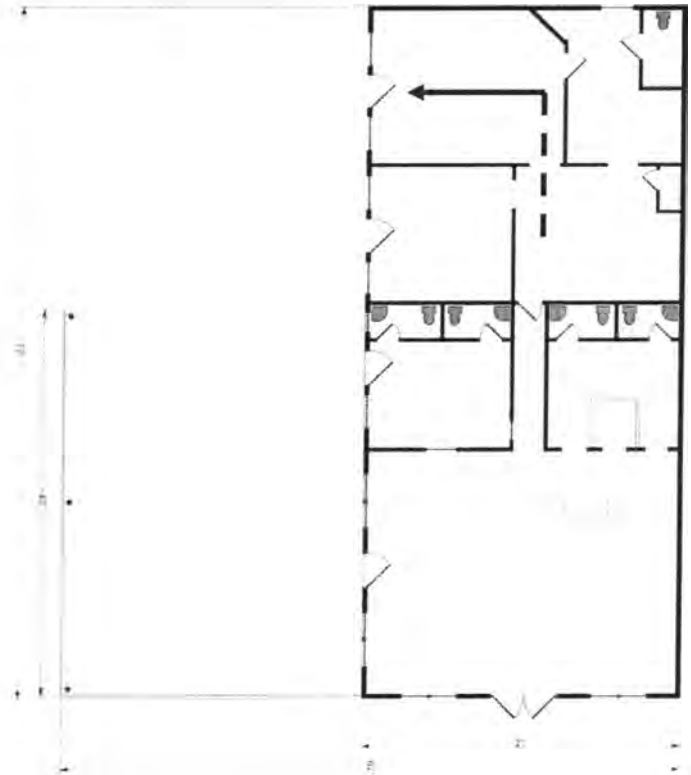
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**Union Bus Station, Richmond,
Madison County, Kentucky**



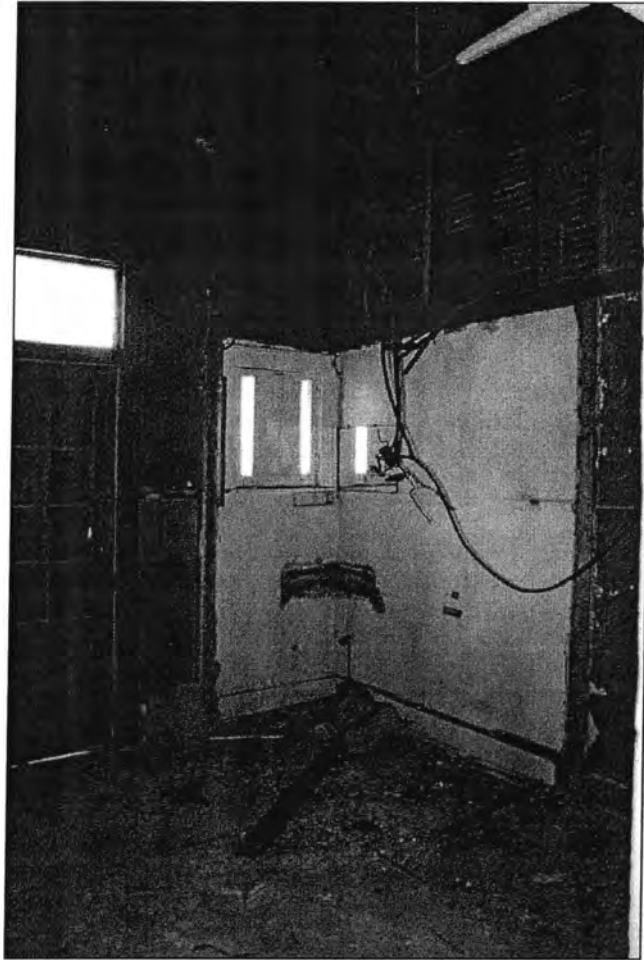
View of patron dining area.

This image reveals the dining area. It was near the baggage room and on axis with the main entrance to the depot from 3rd Street.



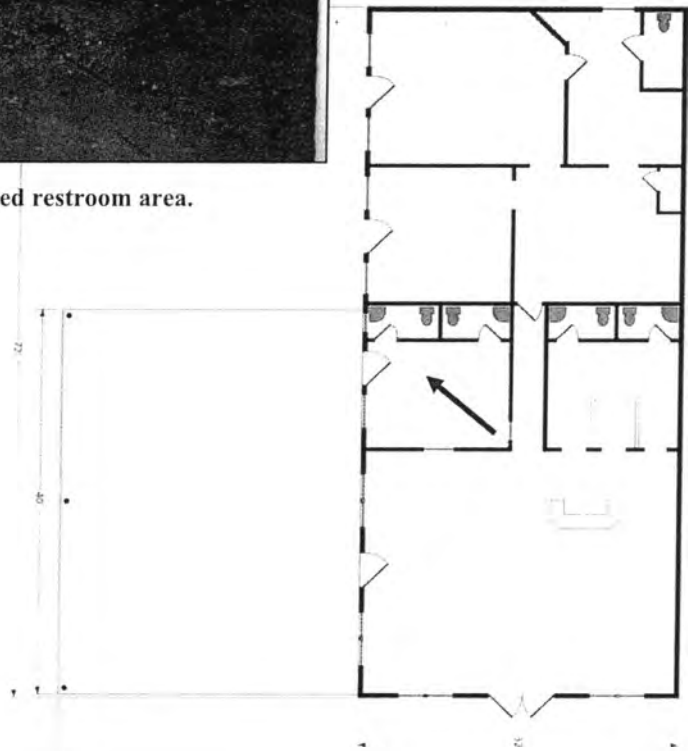
NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky



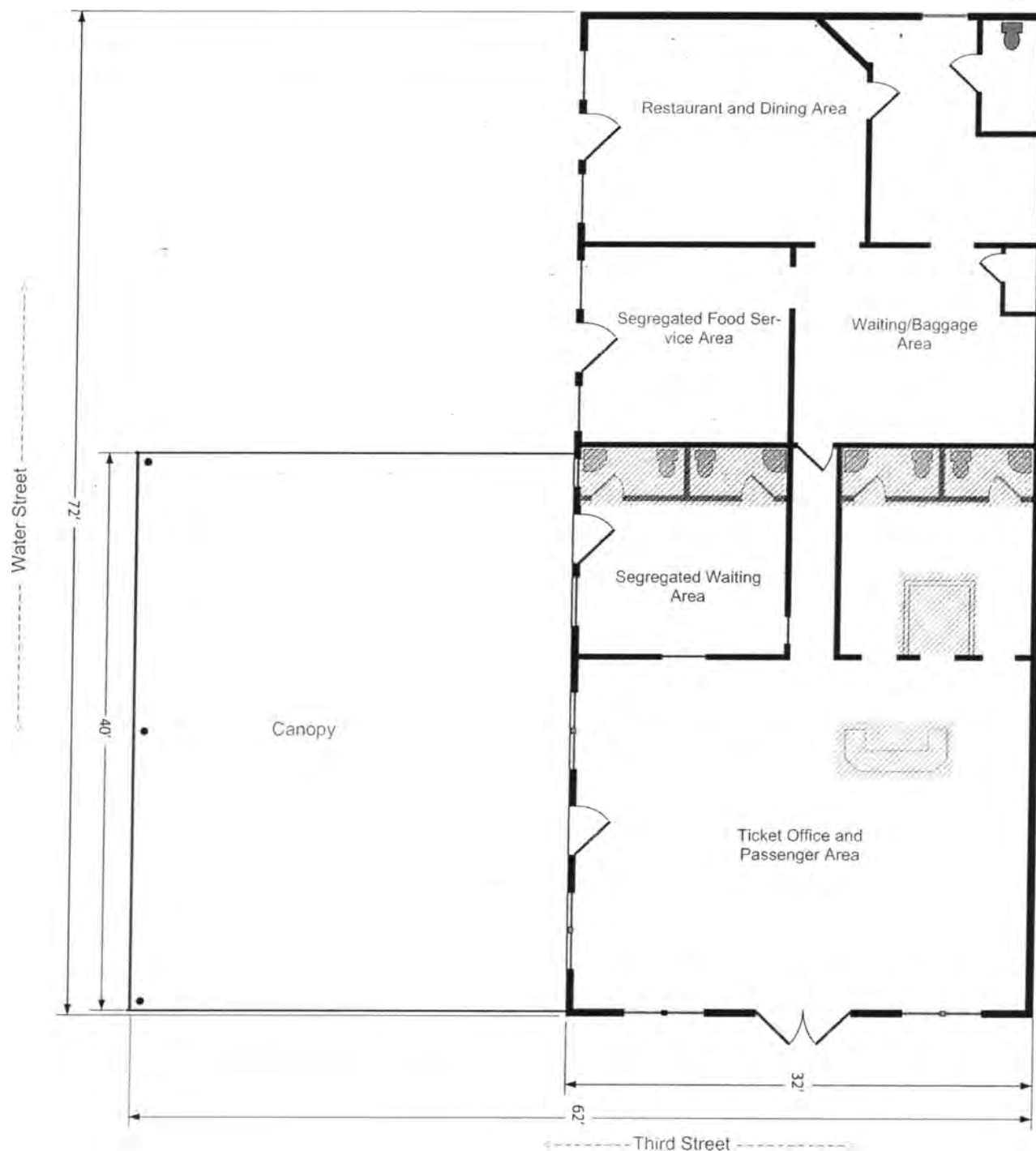
View of segregated restroom area.

The waiting lobby for African Americans featured restroom facilities that appeared to mirror those used by whites. The door to the left provided access to the bus loading area under the canopy.



NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
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Union Bus Station, Richmond,
Madison County, Kentucky



Plan diagram, with historic functions labeled. Shaded areas represent walls and amenities that have been removed but for which there is material evidence.

Union Bus Station
Name of Property

Madison County, KY
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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

Areas of Significance

(enter categories from instructions)

Transportation

Period of Significance

1932-1957

Significant Dates

1932

Significant Person (only if Criterion B selected)

NA

Cultural Affiliation

NA

Architect/Builder (use last names first for individuals)

Unknown

☒ See continuation sheet(s) for Section No. 8

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):

- ☐ 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:

☒ See continuation sheet(s) for Section No. 9

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section 8 Page # 1

**Union Bus Station, Richmond,
Madison County, Kentucky**

The historic Union Bus Station (MAR-74) located at 127 South 3rd Street in Richmond, Kentucky, was built in 1932. The building meets National Register of Historic Places Criterion A and is significant for its association with the establishment of Kentucky's public transportation highways and tourism. This property is being evaluated as significant within the historic context of "Modernizing Kentucky's Public Transportation and Tourism Industry, 1929 to 1957."

Current State of Knowledge for Kentucky's Historic Bus Industry

Currently there are no historic bus depots individually listed in the National Register of Historic Places for the state of Kentucky. This examination of Richmond's historic Union Bus Station revealed that very little research has been conducted on the state's bus industry. A number of secondary sources are available that discuss the history of Greyhound, with Carlton Jackson's *Hounds of the Road* (1984), perhaps one of the most insightful scholarly publications on the subject. Jackson's book examines cultural and social impacts of the Greyhound bus lines while retracing the origins and history of the organization. That work does not go far enough in establishing any state's complete historic bus travel activity, as it is limited to only the Greyhound Company.

Although buses had a tremendous impact on public transportation and tourism in Kentucky and elsewhere, Richard Ulack and Karl Raitz only mention them as alternatives to rail travel in their *Atlas of Kentucky* (1998). Professor Raitz, Chair of UK's Geography Department, has compiled a bibliography on Kentucky's roads and a publication is forthcoming. To be sure, his contribution will go a long way in developing a context for the study of Kentucky's transportation industries. In the *New History of Kentucky* (1997), James Klotter and Lowell Harrison provide useful information about the impact of Kentucky's roads that were built in the 1920s, and how those roads affected transportation within the state. It does not, however, go into how the bus industry responded to those road improvements or the important relationships between the buses, bus stations, and tourism.

Primary sources are the key to understanding how the bus industry emerged in the formative years of the 1920s and early 30s. Perhaps no greater volume of sources exist than the *Kentucky Progress Magazine*. The periodical was published in response to Kentucky's quest to 'modernize' the state from 1928 to 1933. The bus industry emerged as a significant part of the modernization movement. The publication was sponsored by the Kentucky Progress Commission, which was the state's official mechanism for promoting industry, tourism, education, and agriculture. Issues of the magazine were distributed all over America, and for a time, Kentucky was the envy of other states who admired the huge impact of the publication. Within its pages are a number of articles and advertisements that promoted the bus industry. Other primary sources are the array of untapped local newspapers from the period. Many bus lines advertised and announced their schedules and amenities in the papers. Likewise, many oral histories would produce information that would enrich our understandings as well.

This nomination argues that the bus depot in Richmond was built in response to the ongoing efforts to improve Kentucky's roads and to open the state up to national visibility in the area of heritage and tourism. That idea was embedded in the notion of 'modernity' that was sweeping the nation in the form of art, architecture, transportation, and so on. By 1929, a significant aspect of promoting the state's infrastructural improvements and its heritage was to encourage public transportation via buses. It was during this period that the bus industry began to have an impact in Kentucky. The Union Bus Station serves as a good example of how those events reshaped the state's responses to public transportation.

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page # 2

**Union Bus Station, Richmond,
Madison County, Kentucky**



Before buses could be regarded as dependable public transportation a viable network of paved roads had to be built. Kentucky's dirt roads were inadequate and unreliable during the early 1900s.

General Overview of Kentucky's Roads:

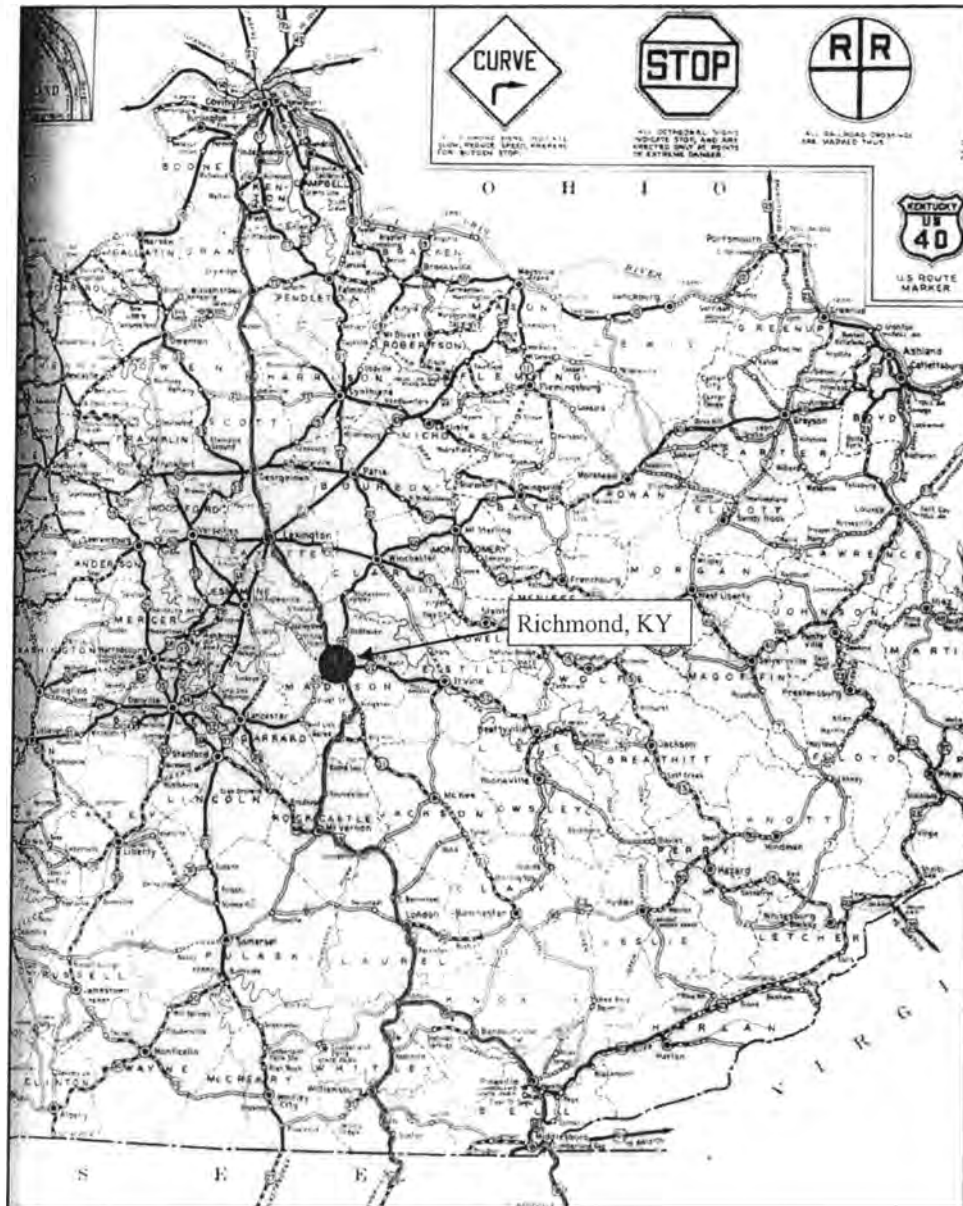
While the railroads were the predominant mode of transportation for many decades, commercial bus lines were rapidly becoming an alternative way to travel in Kentucky and elsewhere by the 1920s. With a system of undeveloped highways, though, the option to travel through Kentucky was limited. In 1920, Kentucky had a little over 200 miles of roads that were maintained by the state.¹ The problem of Kentucky's roads was so extreme that it earned the nickname "detour state" by those who considered the roads to be among the worst in the US.²

This was not, however, strictly an issue with Kentucky's roads. The US was 12th in road development among industrialized countries of the same period. Japan led the world in modern road building, with 3 miles of road to every square mile of land while, the US had only 1 mile of modern road surface for every square mile of land.³

It did not take long for the US to catch up, and Kentucky was instrumental in leading the country in modernizing its highway system. During the decade of the 1920s, the number of road miles in the state increased dramatically. In 1925 the state maintained 1,900 miles of modern highways and by the end of the decade that number increased to more than 4,400 miles. The increases were due in part to growing numbers of privately owned automobiles, but the biggest factor was tourism and "the wonderful growth of the bus and truck transportation" industries.⁴ By 1930, the state generated more than 8 million dollars annually in gasoline taxes, which provided much of the revenues needed to build its massive highway infrastructure. To be sure, the development of the highway system facilitated commerce in ways that were not possible before, but most Kentuckians agreed that "the greatest gain has been in the tourist travel – so richly beneficial and desirable to the state."⁵

NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky

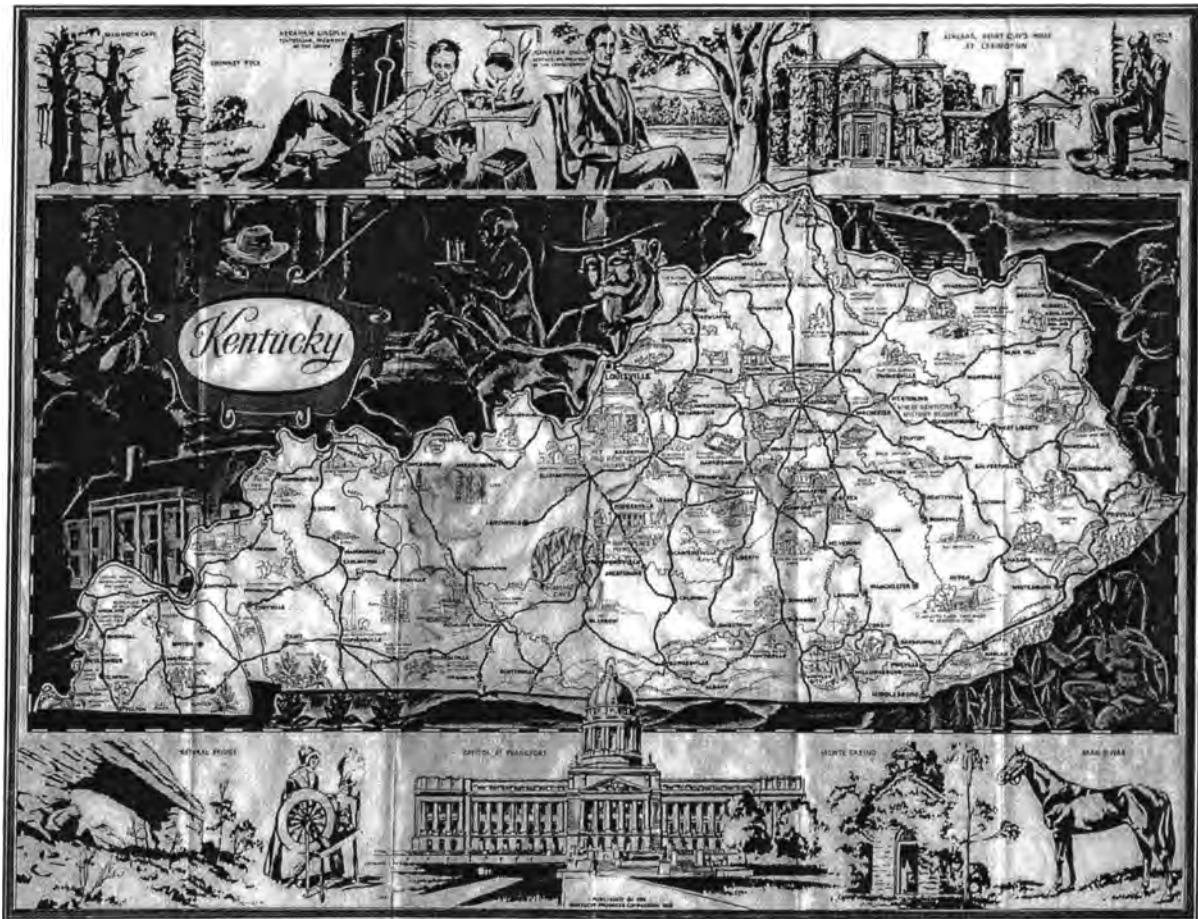


The 1931 Highway Map of Kentucky shows the dramatic increase in state roads, most of which were built or improved between 1925 and 1930. The red line represents the Dixie Highway (US 25). Richmond is centrally located along the route through Kentucky, thus geographically ideal for a regional bus station.

During the 1920s the old Dixie Highway was improved and re-designated by the National Highway System as US 25.⁶ The route passed through Richmond, Kentucky, and was one of America's premier roads, connecting northern Michigan with southern Florida. The major stops along the route in Kentucky were Covington, Lexington, Richmond, and Corbin, with numerous minor stops along the way. Each of the major stops became prime locations for bus terminals so that by 1930, commercial bus stations were a regular part of the route.

NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky



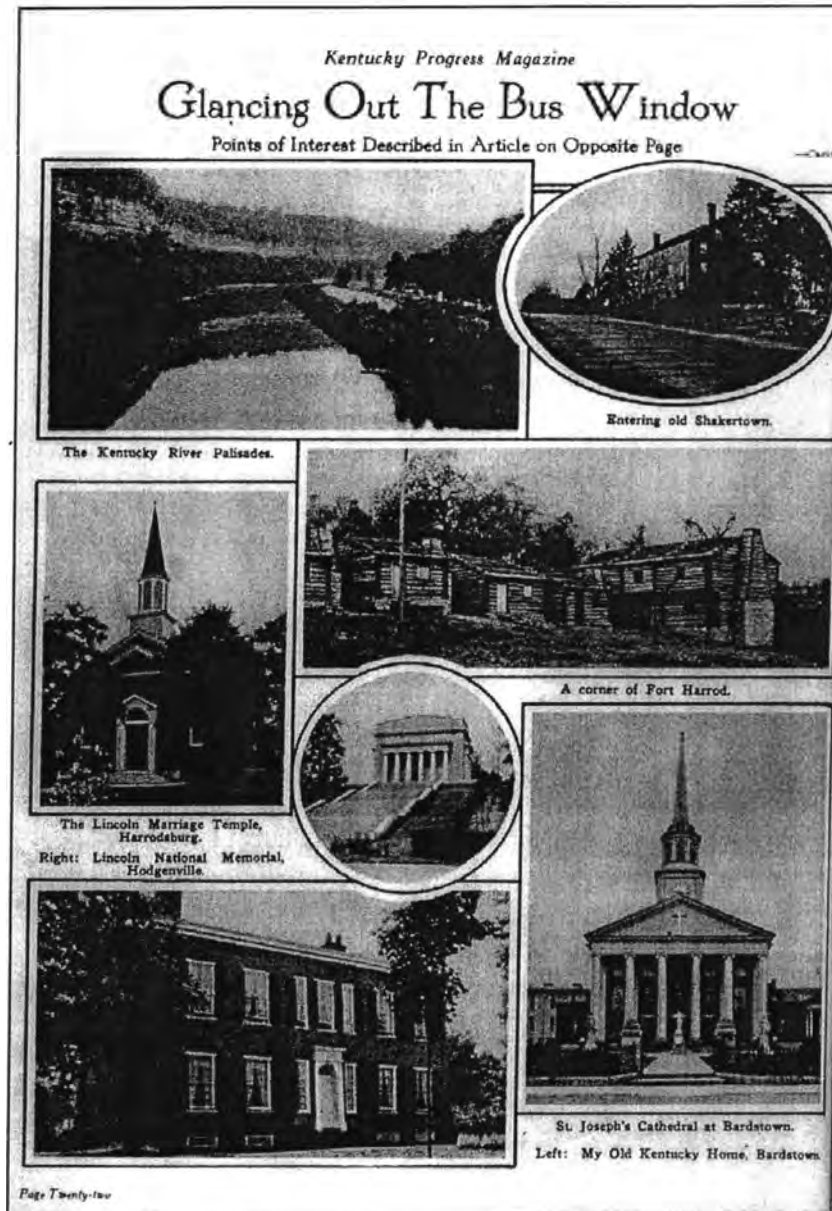
This highway map from the early 1930s shows the relationships of the major roads and many of Kentucky's most popular tourist attractions. The bus industry was aimed at opening the state up to convenient, affordable travel while celebrating the state's unique heritage.

The Bus Industry in Kentucky

The growth and development of the 'motor coach' industry paralleled the modernization of the state's roads and the growth of tourism. To make this idea more plausible, Kentucky officially embarked on a campaign to 'modernize' the state. The Kentucky Progress Commission was established in 1928 as a government-sponsored attempt to elevate Kentucky's image as a state fully integrated into the modern era. In so doing, the Progress Commission published a monthly magazine that was circulated across the state. Its pages were full of nostalgic images that emphasized an allegiance to a romantic view of the antebellum south, while at the same time it promoted hard and fast devotions to progress and industry. Kentucky shared in the notion that it had a unique history of statehood and desired to open that history up to a viable network of enterprises that stretched from coast-to-coast and border to border. The state's bus industry did just that.⁷

NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky

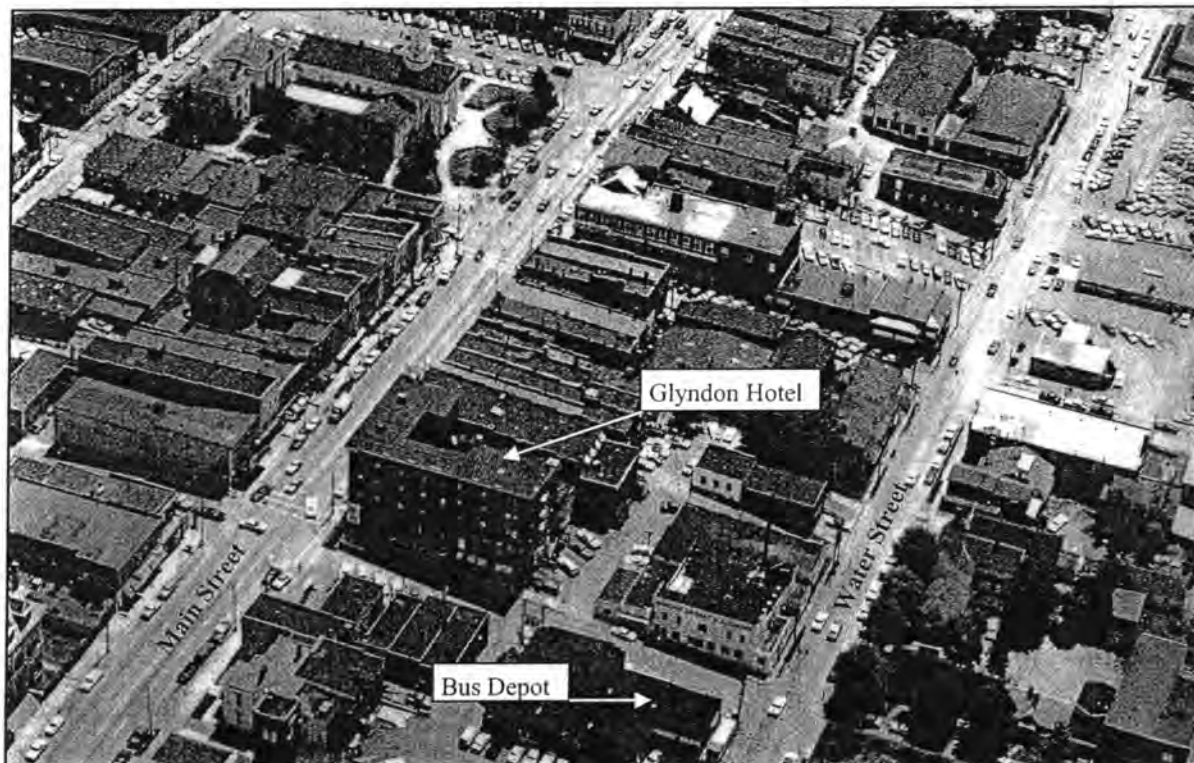


"Glancing Out The Bus Window" appeared in the October edition of the *Kentucky Progress Magazine* in 1931. Improved roads and modern coaches lured patrons to travel along the scenic roads of Kentucky.

Some of the earliest editions of the periodical featured numerous articles about the state's bus and transportation industry. Clearly, an emphasis that was placed on the bus network reflected the vital role buses would play in the commercial and tourist development for Kentucky. As a result, the state became one of the nation's leaders in the 'new mode of [bus] travel' and boasted in advertisements that the state's bus lines were 'equal to and in many respects superior to any in the United States'.⁸ While many people could not own or afford an automobile, many could purchase a bus ticket "at surprisingly low fares" with the benefit of "frequent, punctual schedules through interesting countrysides, villages, and towns never so accessible before."⁹

NATIONAL REGISTER OF HISTORIC PLACES
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Section 8 Page # 6

Union Bus Station, Richmond,
Madison County, Kentucky



This image shows the relationship between the commercial district of downtown Richmond and the associated Greyhound bus depot.

Richmond Gets a Bus Depot

The growing demand for bus travel and the overall improvements to Kentucky's roads meant that bus depots were becoming common features in many of the state's rural towns. The Kentucky Progress Commission's report to the legislature in 1930 celebrated the recent successes of tourism in the state and the role buses played in the tourist industry. The cumulative results of tourism travel were measured in part by increases in taxable revenues for gasoline, much of which was owed to the emerging bus industry.¹⁰

By the early 1930s, the demand for bus travel in Richmond was very high. The "congestion of buses around the Glyndon Hotel had gotten so bad that it was obvious some changes had to be made."¹¹ In 1932, Burton Roberts and Joe Harris, two local businessmen in Richmond, finalized construction of a modest bus depot on the corner of 3rd and Water Streets near the 'Glyndon Hotel' block.¹² The building was a single story structure with a commercial store front that faced 3rd Street. A large canopy covered the side entrance and provided lighting and protection from the weather. Like many bus depots, it was built near the heart of the city's commercial business district and it occupied a corner lot that was one block removed from Main Street near the major hotels.

When it was constructed, it reflected the values of the Kentucky Progress Commission, considering that their publications routinely regarded bus travel as a necessary aspect of modernization and progress. The bus depot was a direct response to events that were taking place in the state that, when taken together, made wide-scale public bus travel a viable commercial opportunity.

NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky



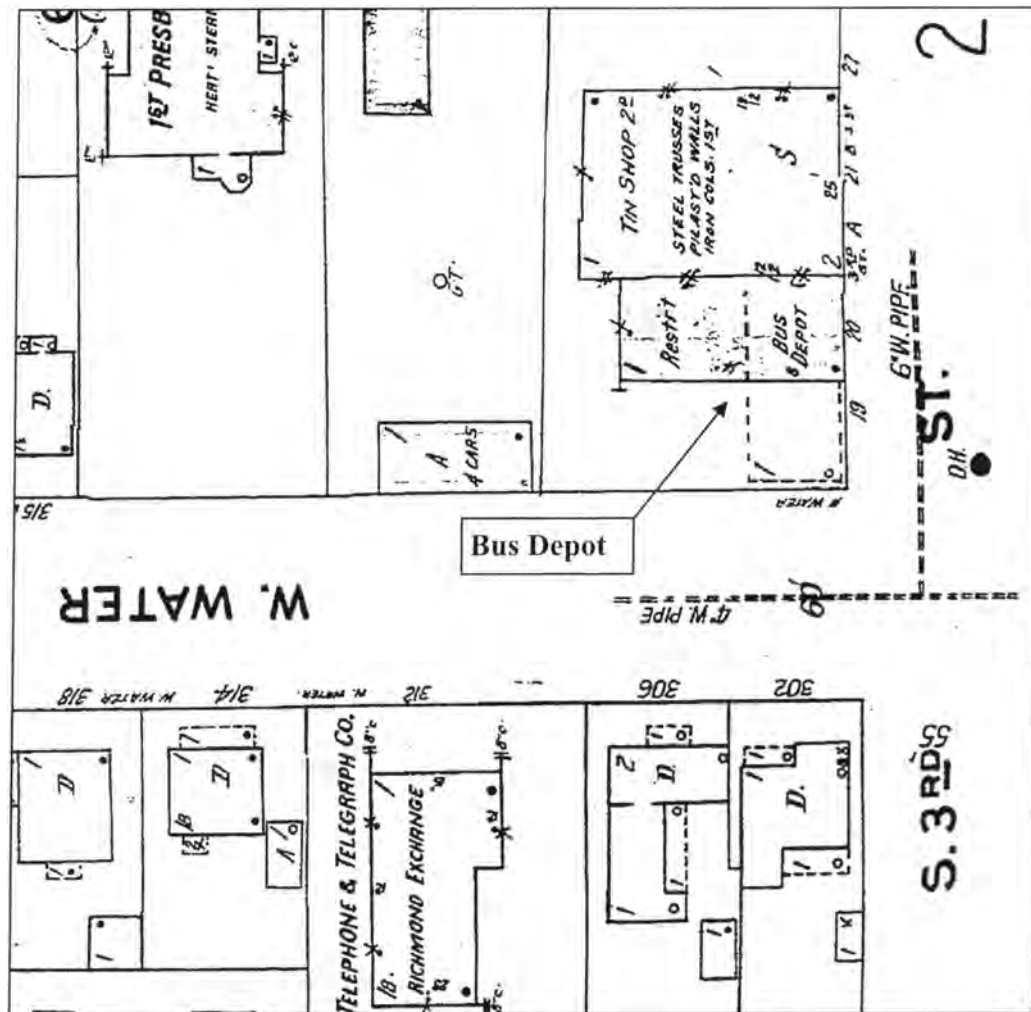
This advertisement appeared in the *Richmond Daily Register* announcing the opening of the bus station. It read "You are cordially invited to attend the formal opening of the new Union Bus Station of the Southeastern Greyhound Lines today. The terminal will be kept open for inspection throughout the entire day and evening."

The building was utilitarian and unadorned, and its location and setting established it as an ideal place for the city's new and modern commercial transportation facilities. Advertisements in the local papers bragged about 'daily service at rail rates' and various bus lines announced remarkable improvements to their luxury coaches to spur on would-be travelers.¹³ The convenience of the bus depot, in relationship to the downtown area, appealed to many who lived in surrounding towns. One article boasted that "it is entirely fitting and proper that Richmond should have an up-to-date, attractive terminal."¹⁴ The busses could go where trains could not, thus opening the city up to reliable and comfortable shuttle services that operated daily between area towns.

Hundreds of local folks came out to see the new facility, as did Greyhound officials and city officials.¹⁵ The papers announced that the "attractive" terminal was "completed only after the most careful attention to every detail of comfort and convenience for the accommodation of bus patrons" was considered.¹⁶ Promoters of the bus station were deliberate in their proclamations of Richmond's suitable location for the new terminal. They also made it known that the city was "widely known for its splendid schools and its historic and scenic interest."¹⁷

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section 8 Page # 8

Union Bus Station, Richmond,
Madison County, Kentucky



The 1926 Sanborn Fire Insurance Map (revised in 1949) shows the location and setting of the structure, which also housed a restaurant.

The Union Bus Station was established as an "associated" Southeastern Greyhound Lines facility.¹⁸ This is to say that the Greyhound Company recognized it as an authorized terminal within the city of Richmond but it was not used exclusively by them. The owners of the bus station leased the facility to the Greyhound Company, however, the bus depot served the general public as a transportation center and several bus lines used it.¹⁹ Because Richmond was centrally located within the state and the southeast region (which covered routes from Cincinnati to Florida), the bus depot was crucial for facilitating regional connections for those who were traveling within the state or just passing through.

Some of the companies that used the facility on a regular basis were the Consolidated Coach Lines (the state's largest bus line), the Richmond, Lancaster, Danville Lines, and the Irvine Bus Lines. Likewise, the depot was home to the Dixie Transfer Company that facilitated travel to Lexington and Louisville on a daily basis.²⁰

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

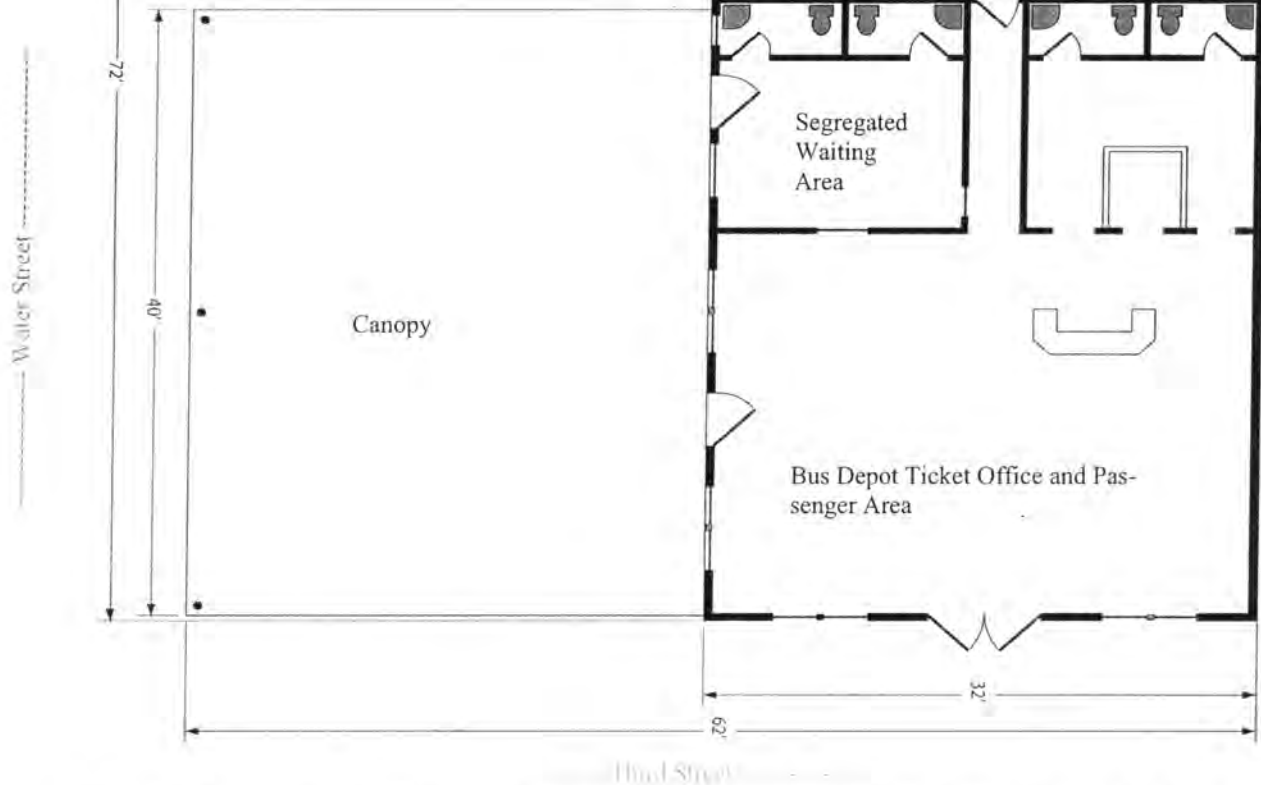
Section 8 Page # 9

Union Bus Station, Richmond,
Madison County, Kentucky

2



Busses played a significant role in racial de-segregation. Rosa Parks' refusal to give up her seat on the bus ushered in the Montgomery Bus Boycott and led to the 1956 Supreme Court ruling that declared segregation on public transportation to be unconstitutional.²¹



The 'new modern depot' facilitated the transfer of passengers while also providing food services to its patrons. The dining facilities faced Water Street and were open to the general public regardless if one was traveling or waiting on a bus.²² The Richmond bus depot mirrored racial trends in America's public transportation facilities of the 1930s. An area of the building was set apart to accommodate African Americans, thus reinforcing prevailing social codes of behavior. A separate waiting room and dining area were integrated into the building as "separate but equal" facilities.

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Union Bus Station, Richmond,
Madison County, Kentucky



The bus industry opened Kentucky up to transcontinental travel. Kentucky's tourist industry soared between 1929 and 1933 as a result of new roads and reliable buses. (image is from *Kentucky Progress Magazine*, V. 4, No. 4, (Dec, 1931), p. 2)

Regional Bus Center

Aside from improvements to the 'Dixie Highway' that ran through the city, Highway 227 from Richmond to Winchester was completely paved by 1930. That route connected with US 60, which extended to as far away as Ashland, with stops in Mt. Sterling and Owingsville. Likewise, route 52 east to Irvine and Beattyville was paved, while route 52 west to Danville and ultimately Bardstown was nearing completion. These roads helped establish Richmond as an essential transportation hub for the central bluegrass region.

By June of 1932, Richmond was home to the consolidated bus lines terminal that facilitated connection to several major cities within the southeast region. Travelers could leave Richmond for Corbin, Lexington, and Harlan or connect to lines running to other regional centers at Knoxville and Cincinnati.²³

Despite the Depression, the bus industry had few setbacks. Bus travel in Kentucky remained a viable and growing mode of public transportation in the 1930s, while the state's tourism flourished. Mammoth Cave was one of the nation's premier sites, and the famed race horse Man-O-War brought in millions of spectators who traveled by bus. Blue Grass Tours, a local bus company that used the Richmond depot regularly, provided many tours of Kentucky's historic sites and scenic modern highways.

Richmond's bus depot surpassed the local train depot by the mid-1930s, especially after Greyhound announced in 1936 that its new rates would be the "lowest in the history of motor bus travel."¹⁸ Travelers could purchase a ticket as low as 1.25 cents per-mile, and Greyhound went on to become one of America's leading bus companies.

NATIONAL REGISTER OF HISTORIC PLACES
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**Union Bus Station, Richmond,
Madison County, Kentucky**

Conclusion

The formative years for the initial development of Kentucky's bus industry were between 1929 and 1932. The significant roads that were needed to facilitate automobile traffic were in place by that time, and the state's roads continued to be improved into the modern interstate era of the 1950s and 60s. During that same period, the state utilized many efforts through the Kentucky Progress Commission to cash in on the beauty and modernity of the state's roads, which played a crucial role in establishing intrastate and transcontinental travel on buses. The enormous effort put forth by the Kentucky Progress Commission to spur on tourism elevated Kentucky and its historic resources both within the state and across the country. Those events, which were of monumental importance to the state's well being before and during the Depression, resulted in (among other things) the establishment of Richmond's Union Bus Station.

Richmond was also geographically central for the establishment of the southeast regional bus routes. At the same time, the city was a significant commercial, social, and educational hub for the state's Appalachian foothills region. This meant that the bus depot was geographically ideal for facilitating regional bus travel while also connecting passengers to destinations outside of the state.

Once established, Richmond's bus depot defined for its citizens much about how the public would engage in mass transportation apart from the railroads in the early 1930s. The bus depot formed a social dimension and public intersection that came to define aspects of community life for many decades following the 1930s. The Union Bus Station remained in operation until 2004.

Integrity Evaluations

Location and Setting:

The historic Union Bus Station retains a high degree of integrity of location and setting. The original parcel that contains the bus depot was identified as Lot 3 on the town plat. That designation remains the same today. Moreover, the location is one block removed from the Main Street, and is located on the "Glyndon Block." That block is associated with the Glyndon Hotel, which served as the town's early bus stop. The hotel is still in operation today. The bus depot replaced the Glyndon Hotel as the primary location for catching the bus. As a result, the location and setting of those two buildings reifies our understandings of the important relationships between public travel and public lodging as part of a vital Main Street economy during the 1930s. The urban setting retains the original roads and intersections that were utilized by the buses during that period. The bus depot was built on a corner lot to facilitate large buses coming and going without congesting Main Street, which was a problem for the Glyndon Hotel before the bus depot was built. The corner lot also allowed for the design of the building to accommodate a large canopy over the loading area. Two buses could load/unload at the same time. The canopy remains in place and the loading areas are as they were when originally built in 1932.

Design:

The depot retains a high degree of integrity of design. It was designed to be a "modern" facility for its day. The design intent was to build a facility that would accommodate both pedestrian and vehicle traffic, while also providing segregated spaces that were regarded as separate, but equal. The plan of the building remains intact and its form and functions can be readily understood. The design is linear with a central axis. The scale is modest and the building's profile is flush with the structure it is adjoined to. To maximize the space needed to park the buses, the building shared a wall with another structure. This design tied the bus depot together in a row of structures that defined the commercial character of 3rd. Street. Although it was only a single story, it was built with a three-bay storefront that expressed a common architectural theme in commercial building design.

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Union Bus Station, Richmond,
Madison County, Kentucky

Materials and Workmanship:

The building retains a high degree of workmanship and original materials. The construction of the building deployed the use of poured concrete slab for the foundation. Concrete was more widely used by the 1930s in all kinds of commercial and private buildings. The structure also integrated fire-proof ceramic blocks for the exterior walls with a brick veneer finish. The flat roof gently sloped towards the rear to channel water to a hidden gutter. The gutter routed water towards a collection point away from the building. All the windows are cased in wood, while the doors appear to be cased in aluminum. The canopy is a flat roof that is constructed of metal and wood.

Association:

The historic Union Bus Station retains a high degree of integrity of association with events stemming from Kentucky's campaign to modernize its highways, while at the same time encouraging and developing the state's tourism industry. The building's primary significance is derived from those events, which capture the essence of what it meant to Kentucky towns such as Richmond to capitalize on the efforts to open the state up

to national visibility in the area of heritage and tourism. By 1929, a significant aspect of promoting the state's infrastructural improvements and its heritage was to encourage public transportation via buses. It was during this period that the bus industry began to have an impact in Kentucky. The Union Bus Station serves as a good example of how those events reshaped the state's responses to public transportation.

For example, a survey of historic Sanborn Fire Insurance Maps for Kentucky towns along the Dixie Highway revealed that numerous bus stations were constructed from the 1930s through the 1940s. For this study, we examined the maps for Covington, Corbin, Lexington, Georgetown, Williamstown, London, Pineville, and Williamsburg. The maps for Lexington, Williamstown, London, and Georgetown did not list a bus depot. This is not to say, however, that the depots were not in those towns. For example, the Greyhound bus station in Lexington was built in 1934. According to a *Lexington Leader* article dated August 14, 1934, Lexington hosted an average of 108 buses per day. The article went on to say that Lexington saw more bus traffic than any other Greyhound bus station in America. See also *Lafayette's Lexington* (1998). According to the website www.strayhounds.com, London, Kentucky, also had a Greyhound bus station during the 1930s. It is not known at this time why certain bus stations do not appear on the Sanborn maps. Covington, Corbin, Pineville, and Williamsburg had bus depots listed on the Sanborn maps. This analysis shows that Richmond was not unlike other Kentucky towns during the period, thus revealing a pattern of development that ushered in bus travel as a viable alternative to train and automobiles. It is inconclusive at this time to say if Richmond led the effort to establish commercial bus stations in the state.

Feeling:

When taken together, the design, materials, and workmanship convey a strong sense of integrity of feeling. Likewise, the setting and location reflect very little change within the Glyndon Block area, thus reifying one's ability to visually understand aspects of a past way of life within the city. The surrounding streets and buildings capture the essence of Richmond's "small-town" pedestrian scale and the unbroken rhythms of the streetscapes are very similar to the way they were in the 1930s when the bus depot was built.

Perhaps the real integrity of feeling associated with the bus depot was best captured in a 2001 article from the *Richmond Register*.^{*} The article describes the return of an elderly married couple to the Union Bus Station. They originally met in the depot while waiting on a bus in 1959. Upon their return to the depot in 2002 they noted;

NATIONAL REGISTER OF HISTORIC PLACES
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Union Bus Station, Richmond,
Madison County, Kentucky

"The station hasn't changed much since that initial meeting. The canopy pull-through and the latticed ticket counter remain the same. The benches sit in the same location. Even the pale white weight scales standing by the front door conjure memories. "The place looks almost identical as it did then," Wash Pennington said during [his] visit to the station...To go back all those years, it's really something. It feels the same as it did that day."

The Union Bus Station remained in operation until 2004.

* Author Unknown, "Couple visits bus stop where they met after 42 years," *Richmond Register*, November 7, 2001, 1B.

Notes:

1 Kentucky Progress Magazine, 1930, v3, no 3, p. 15

2 Kentucky Progress Magazine, 1932, v 4, no 7, p. 7

3 Kentucky Progress, 1930, v3, no 3, p. 47

4 Ibid, p. 15

5 Ibid.

6 See <http://www.us-highways.com/dixiehwy.htm>. The site was accessed 11/2006. The Dixie Highway was constructed beginning in 1914 and completed in 1916. It was originally conceived of as a loop through the cotton belt of the south joining the industrial centers of the north. Like many roads of its day it was born out of the 'Good Roads Movement' in American history. The Dixie Highway was later replaced by I-75.

7 A survey of historic Sanborn Fire Insurance Maps for Kentucky towns along the Dixie Highway revealed that numerous bus stations were constructed from the 1930s through the 1940s. For this study, we examined the maps for Covington, Corbin, Lexington, Georgetown, Williamstown, London, Pineville, and Williamsburg. The maps for Lexington, Williamstown, London, and Georgetown did not list a bus depot. This is not to say, however, that the depots were not in those towns. For example, the Greyhound bus station in Lexington was built in 1934. According to a *Lexington Leader* article dated August 14, 1934, Lexington hosted an average of 108 buses per day. The article went on to say that Lexington saw more bus traffic than any other Greyhound bus station in America. See also *Lafayette's Lexington* (1998). According to the website www.strayhounds.com, London, Kentucky, also had a Greyhound bus station during the 1930s. It is not known at this time why certain bus stations do not appear on the Sanborn maps. Covington, Corbin, Pineville, and Williamsburg had bus depots listed as such on the Sanborn maps. This analysis reveals that Richmond was not unlike other Kentucky towns during the period, thus revealing a pattern of development that ushered in bus travel as a viable alternative to train and automobiles. It is inconclusive at this time to say if Richmond led the effort to establish commercial bus stations in the state. See Francaviglia, Richard, *Main Street Revisited*, p. 48. In a 1932 article in the *Richmond Daily Register*, a comment appears that says "the specifications (of Richmond's bus station) included features of more costly terminals which have been erected in several of the largest cities in the United States." This echoes the notion that the bus industry was instrumental in shaping people's awareness of the urban character that buses were believed to bring to a town.

8 Kentucky Progress Magazine, 1930, v3, no 3, p. 21

9 Ibid

10 Kentucky Progress Magazine, January 1930, v2 no. 5, p. 71 – The Consolidated Coach Company, one of several bus lines in the state, paid more than \$52,000 in gasoline tax. This contributed to record increases between 1930, and 1931.

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CONTINUATION SHEET
Section 8 Page # 14

**Union Bus Station, Richmond,
Madison County, Kentucky**

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- 11 Robert Grise, "Bus Station was at Glyndon Hotel in 1920s", *Richmond Daily Register* (the date of this article could not be verified and was a newspaper clipping owned by Walter Ecton)
- 12 See Madison County Deed Book 584, Page 471. See also 1931 *Telephone Directory*, Richmond, Waco, and Ford, Kentucky.
- 13 See advertisement in the *Richmond Daily Register*, July 28, 1931. Numerous editions of the Kentucky Progress Commission magazine feature bus advertisements that either talk about the improved coaches or show images of their luxurious interiors. In bus travel advertising in general the streamlined bus and its cozy interior became a popular image among the traveling public. Greyhound launched its first national advertising campaign in 1929, which included radio ads.
- 14 Newspaper Add, *Richmond Daily Register*, March, 1932
- 15 Author Unknown, 'Bus Station Opened Today', *Richmond Daily Register*, March, 1932. The plan for the bus depot was drawn by R. Glen Payne, 11/2006
- 16 Newspaper Add, *Richmond Daily Register*, March, 1932
- 17 Ibid
- 18 Author Unknown, "New Low Bus Rates To Be Posted Monday", *New York Times*, May 29, 1936, p. 26.
- 19 Author Unknown, 'Bus Station Opened Today', *Richmond Daily Register*, March, 1932.
- 20 1931 *Telephone Directory*, Richmond, Waco, and Ford, Kentucky.

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CONTINUATION SHEET
Section 9 Page 1

**Union Bus Station, Richmond,
Madison County, Kentucky**

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

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1930, v2 no. 5
1930, v3, no 3
1932, v 4, no 7

New York Times,
Author Unknown, "New Low Bus Rates To Be Posted Monday", May 29, 1936

Richmond Daily Register
Robert Grise, "Bus Station was at Glyndon Hotel in 1920s" (date unknown)
Author Unknown, 'Bus Station Opened Today' March, 1932
Advertisement, July 28, 1931
Advertisement, March, 1932

Madison County Deed Book 584, Page 471

www.us-highways.com/dixiehwy.htm.
www.loc.gov/rr/print/list/085_disc.html: Durham, North Carolina. May 1940. Jack Delano, photographer. "At the bus station." Location: E-5153 Reproduction Number: LC-USF33-20522-M2, available at, accessed 11/06

Sanborn Fire Insurance Maps
Corbin, 1930, Sheet 2
Covington, 1909 (1949), Sheet 14
Pineville, 1926 (1941), Sheet 2
Richmond, 1929 (1949), Sheet 8
Williamsburg, 1923 (1943), Sheet 2

1931 *Telephone Directory*, Richmond, Waco, and Ford, Kentucky.

Union Bus Station
Name of Property

Madison County, KY
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

1 16 738 161 4181 257
Zone Easting Northing

3 / / / / / / / / / / /
Zone Easting Northing

USGS Topographic Quad name Richmond South

2 / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description (See Continuation Sheet)

Boundary Justification (See Continuation sheet)

☒ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Fred J. Rogers/R. Glen Payne, Co-Principal Investigators
organization Preservation Services and Technology Group date Fall, 2006
street & number 206B Orchard Drive telephone 859-270-3413
city or town Nicholasville state KY zip code 40356
email address _____

Additional Documentation

The National Register requires each nomination consist of the following beyond this 4-page cover form:

- ☐ Continuation Sheets for narrative
- ☐ A **USGS topographic quad map** (7.5 or 15 minute series) indicating the property's location
- ☐ A **Sketch map** for historic districts or properties having large acreage or numerous resources
- ☐ A **Photo identification map** for districts; one map can serve both as sketch and photo ID map.
- ☐ **black and white photographs** of the property. See policy statement for acceptable use of digital photographs

The Kentucky Heritage Council requires the following for all nominations:

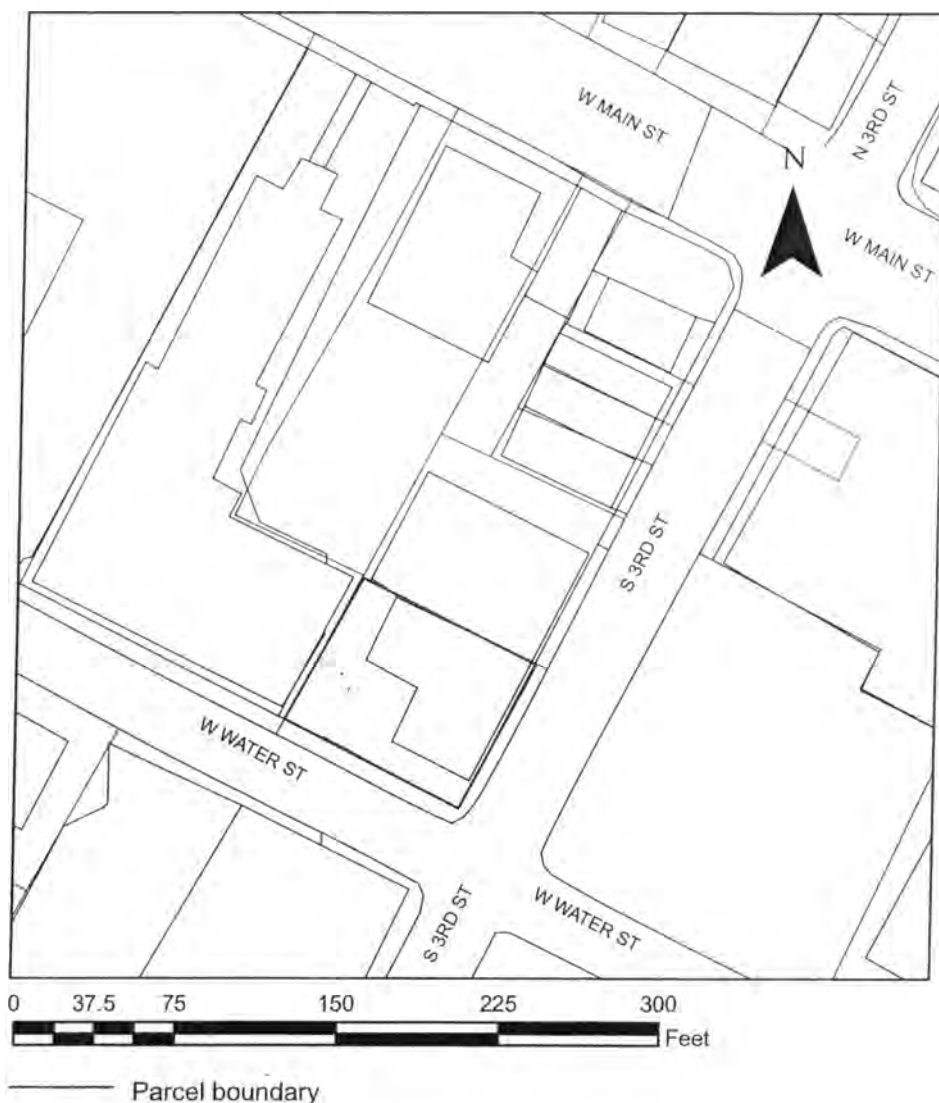
- ☐ An **additional set of black and white photographs** that remains at the KHC
- ☐ **Floor plans** of properties whose significance is based on their plans
- ☐ **Color slides or PowerPoint images** and presentation of the property to the Kentucky State Review Board

Property Owner

name/title Walter G. Ecton, Jr.
street & number 125 South third Street telephone 859-624-2252
city or town Richmond state KY zip code 40475
email address (if available) _____

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section 10 Page 1

Union Bus Station, Richmond,
Madison County, Kentucky



Verbal Boundary Description:

The boundary for the Union Bus Station nomination encompasses an area of approximately 0.18 acres and is rectangular in shape. The eastern boundary runs roughly north to south along the edge of Third Street beginning at the point where the bus depot building meets the adjacent Landmark Apartment building. This line measures approximately 82 feet. The property line then makes a right angle heading west along the edge of Water Street for a distance of 96 feet. This property line terminates at the edge of the adjacent church's concrete ramp. The line running on the west side of the property heading north parallels the west elevation of the structure for a distance of 82 feet, before terminating at the south wall of the Landmark Apartment building. The last segment of the property line runs from this point eastward for 96 feet along the juncture where the two buildings' share a common wall, completing the rectangle.

Boundary Justification:

The boundary used to define the Union Bus Station is the same boundary historically known as downtown Richmond Lot 3. It is the same as the parcel that Burton Roberts sold to Joseph Harris April 24, 1945, recorded in Richmond Deed Book 132, page 363.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Union Bus Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: KENTUCKY, Madison

DATE RECEIVED: 2/25/07 DATE OF PENDING LIST: 3-19-07
DATE OF 16TH DAY: 4-4-07 DATE OF 45TH DAY: 4/10/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000285

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 4.10.07 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

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.





















PAWN SHOP
TRADE PAWN
PAWN SHOP
TRADE PAWN

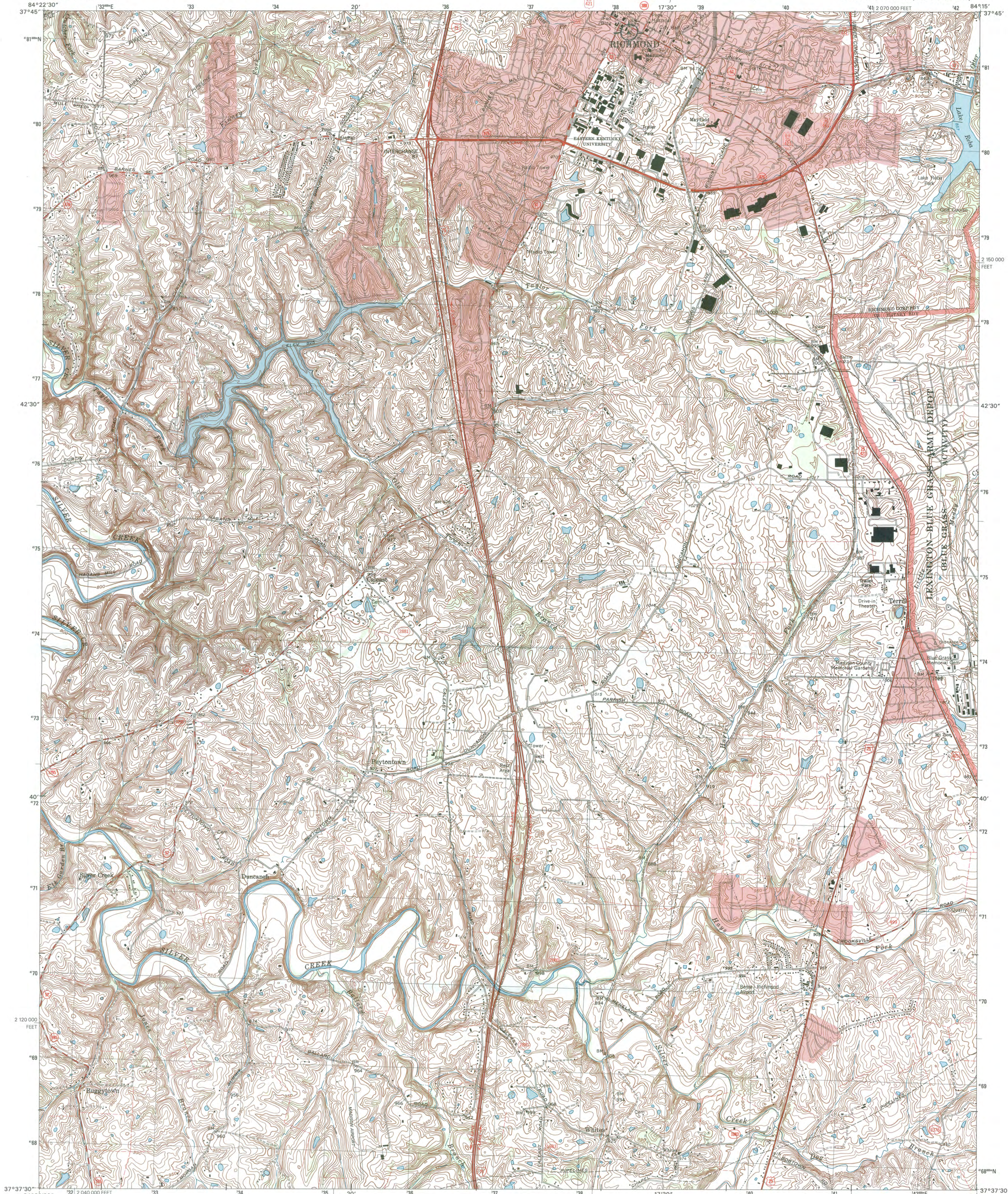






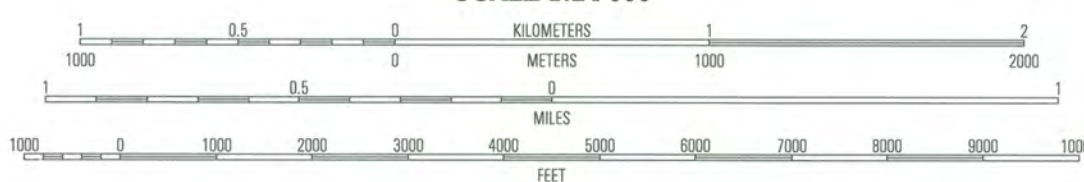






Produced by the United States Geological Survey
Topography compiled 1965. Planimetry derived from imagery taken 1997 and other sources. Survey control current as of 1953
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 16
10 000-foot ticks: Kentucky Coordinate System of 1983 (south zone)
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Landmark buildings verified 1953

UTM GRID AND 2000 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

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

1	2	3
4	5	6
7	8	9

ADJOINING 7.5 QUADRANGLE NAMES

RICHMOND SOUTH, KY

1997

NIMA 4159 III NE-SERIES V853





COMMERCE CABINET
KENTUCKY HERITAGE COUNCIL

Ernie Fletcher
Governor

The State Historic Preservation Office
300 Washington Street
Frankfort, Kentucky 40601
Phone (502) 564-7005
Fax (502) 564-5820
www.kentucky.gov

George Ward
Secretary

February 9, 2007

Jan Snyder Matthews, Ph.D., Keeper
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, NW 8th Floor
Washington DC 20005

Dear Dr. Matthews:

Enclosed are nominations approved at the January 24, 2007 Review Board meeting. We are submitting them for listing in the National Register:

- Weehawken**, Franklin County, Kentucky
- Paint Lick Elementary School**, Garrard County, Kentucky
- ✓ **Union Bus Station**, Madison County, Kentucky Heritage Council
- Carson-Annis Ferry Farm**, in Butler County, Kentucky

Note that **Carson-Annis Ferry Farm** calls for the listing of a 301-acre farm which will contain two previously listed properties, Carson's Landing (98000935) and Annis Mound and Village Site (85003182).

A fifth item, **Cleveland Home**, Woodford County, Kentucky, is also included and submitted for listing. That form was approved at the September 28, 2006 Review Board meeting. The submission of the form for listing was delayed according to the owner's request.

We appreciate your consideration of these nominations.

Sincerely,

David Pollack
Interim Executive Director Kentucky Heritage Council,
Interim State Historic Preservation Officer, and
Director, Kentucky Archaeological Survey