

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Greyhound Bus Terminal  
AND/OR COMMON Greyhound Bus Depot

**2 LOCATION**

STREET & NUMBER 102 Northwest Third Street  NOT FOR PUBLICATION  
CITY, TOWN Evansville CONGRESSIONAL DISTRICT Eighth  
STATE Indiana CODE 18 VICINITY OF Vanderburgh COUNTY CODE 163

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME Greyhound Lines, Inc.  
STREET & NUMBER 1400 West Third Street  
CITY, TOWN Cleveland VICINITY OF Ohio 43113 STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Vanderburgh County Recorder  
STREET & NUMBER City-County Administration Building  
CITY, TOWN Evansville STATE Indiana

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE Indiana Historic Sites and Structures Inventory  
DATE 1978  FEDERAL  STATE  COUNTY  LOCAL  
DEPOSITORY FOR SURVEY RECORDS Indiana State Department of Natural Resources  
CITY, TOWN Indianapolis STATE Indiana

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Greyhound Bus Depot on the corner of Northwest Third and Sycamore Streets stands in the heart of downtown Evansville, just one block from the Main Street Walkway. Although most of the buildings that once faced the depot on the other side of Sycamore have been replaced by parking lots, it is still surrounded by several buildings earlier than it whose age and style complement the depot's Jazz Age design.

The L-shaped plan and curved corner entrance recall the plan of the unfinished Cadick Theatre, on whose foundations the bus depot was constructed. Visually the building is divided into three main parts with the corner entrance being the focal point, and the two legs of the "L" forming the two subsidiary parts. To the rear of the building--primarily the southwest--is attached a metal awning sheltering the bus loading area. Although steel is used for floor joists and window and door lintels, the two story structure is primarily of brick construction faced with porcelain enamel panels. This wall treatment wraps around the ends of the building; the rear, however, is of red brick.

The rounded corner entrance has two painted wood doors, separated by a projecting windowed display case. The wood framing of the doors is covered with blue porcelain enamel strips, their ends pointed so that they form an "X" at their intersections. The transoms of the doors are of sandblasted glass in a zigzag pattern; sidelights are of plain glass. The door hardware is embellished by molded horizontal lines, with a Greyhound insignia appearing near the push-bars on the interior.

Above the doors is a curved awning with "Greyhound" written in porcelain enamel Broadway style lettering on a background of blue neon lights. The curved wall directly above the awning is constructed of glass block allowing some light into the waiting room. Above the glass block is a broad band, also curved, of fluted white porcelain enamel panels with blue edges. The only strong vertical element in the composition is a sign on the corner above the main entrance, again covered with porcelain enamel. The word "Greyhound" is printed vertically in red neon Broadway letters, a red and white stripe running vertically beside it and across the top. Above the stripe is an embossed greyhound dog set in motion by its blinking blue neon lights.

The long, Third Street side of the building runs northwest from the corner entrance and contains a two story waiting room, with the ticket desk, offices and men's balcony at the far end. The fenestration reflects this use arrangement in three bays which contain two story windows opening onto the waiting room, and a fourth bay at the rear corner containing an entrance and windows on the first floor and windows on the second.

The shorter Sycamore Street side of the building has one bay near the entrance containing a two story window that opens onto the end of the waiting room. Beyond this is another bay and curved corner bay, each with windows at both the first and second story levels. This end contains a vending machine area (formerly a lunchroom) on the first floor and a women's balcony on the second.

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

Both the Third Street and Sycamore Street sides of the building have the same porcelain enamel finish which continues around the ends of the building. The panels at the foundation level and surrounding the main entrance are dark blue; the rest of the building is a light blue. Three white string courses outlined in dark blue surround the building, one at the sill level, one at the second story lintel level, and another at the cornice level. Just below the cornice line on each side is a white embossed greyhound dog.

The smooth wall surfaces are interrupted only by a shallow inset at the ends of the waiting room, and by the windows, which are recessed from the wall plane and have a projected type metal sash. The walls curve in to meet the sash, and have rounded corners at each end of the building. The smooth, cool surface, horizontal bands, and curved surfaces all emphasize the streamlined effect of the building.

The back side of the building is almost completely covered by the awning, which shelters two entrances onto the waiting room, service entrances, and a projecting bay window for the ticket office.

The interior of the depot repeats the curves of the outside, most notably on the wall between the former kitchen and the stair to the women's balcony. Other interior features are relatively simple, such as the horizontal molding on the dado that encircles the entire public space. Aluminum railings with wood handrails surround the two balconies. The original drawings indicate a round window near the ceiling on the rear wall supposedly containing an art glass greyhound dog. But this, as with many other interior finishes, was either altered or deleted during construction.

The site also contains a one story brick building of later vintage, which is used for garage and storage space.

# 8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

1939

BUILDER/ARCHITECT

William S. Arrasmith

STATEMENT OF SIGNIFICANCE

Evansville's Greyhound Bus Depot is significant not only as a major center of public transportation, but also as an excellent example of the modernistic style popular just after the Great Depression.

The depot was constructed in 1939 according to plans by William S. Arrasmith of the Wischmeyer, Arrasmith and Elswick firm of Louisville, Kentucky. That firm had been responsible for scores of Greyhound depots throughout the nation, and the Evansville example is typical of the modernistic, streamlined style employed by Arrasmith in many of the depots designed during this period.

Associate architect for the project was Edwin C. Berendes of Evansville.

The depot was constructed on the site of the Cadick Theatre, a building begun in the early 1920s and never completed. The ruins of the theatre stood until May 1938, when a partial demolition was begun. According to the architect's drawings, the foundations of the old theatre were employed in the construction of the new depot, up to a level just below grade. The use of the old foundations may have been a major factor in determining the shape of the new structure--the curved corner entrance of the depot follows very closely the lines of the theatre entrance.

The materials and architectural details of the bus station were, however, very much products of the late 1930s. The porcelain enamel walls and glass blocks were materials commonly used in an era that was keenly aware of its technological achievements. Items that were designed with mass-production in mind had simple, functionally expressive lines that carried over into all areas of design, and the term "modern" came to be associated with anything that featured smooth surfaces, parallel lines and broad curves. Such lines are visible in the horizontal lines and curved corners of the depot, streamlining suggestive of sleek machines it was to serve. The arch simplicity of the "Broadway" lettering, the fluting, and the zigzags are also characteristic of the time.

The modernism of the 1930s has been largely ignored as a style until relatively recently, and the Evansville Greyhound station has received its share of ridicule. But the building is one of very few of this style remaining in the city, and the only one downtown. It is a cohesive expression of the modernistic style, its signs, lights, materials and shape--still largely intact--all working together in a way that is deserving of appreciation and recognition.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Evansville Press. 2 November 1937, 4 November 1937, 7 November 1937,  
25 May 1938.

Louisville, Kentucky. Arrasmith, Judd & Rapp Associates. Architectural Drawing  
Collection. "Greyhound Bus Terminal, Evansville, Indiana," 1938.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

A	1 6	4 4 9 6 4 0	4 2 0 2 6 5 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The west corner of Third and Sycamore Streets, more particularly described as follows:

Original Plan, William Bates Subdivision of Block 126, lots 7 and 8

Original Plan, Block 127

Original Plan, Lukenheimer Subdivision of Block 128, lots 1, 2, 3, 4, 5

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Nancy J. Long, Historic Preservation Specialist

October 10, 1978

ORGANIZATION

Department of Metropolitan Development

(812) 426-5487

STREET & NUMBER

Room 304A, City-County Administration Building

TELEPHONE

CITY OR TOWN

Evansville

STATE

Indiana

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER