

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Southeast Greyhound Line Building

other names/site number LexTran Kitchen/Planning Center/ FA-NE-736

2. Location

street & number 101 W. Loudon Street

NA
NA

not for publication

city or town Lexington

vicinity

state Kentucky code KY county Fayette code 067 zip code 40508

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Signature of certifying official/Title Craig Potts/SHPO Date _____

Kentucky Heritage Council/State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register determined eligible for the National Register

 determined not eligible for the National Register removed from the National Register

 other (explain:) _____

Signature of the Keeper _____ Date of Action _____

5. Classification

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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 the count.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
1		buildings
		District
		Site
		structure
		Object
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
0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

business headquarters
repair/maintenance
transportation/road use
planning/administrative

Current Functions

(Enter categories from instructions.)

vacant/not in use

7. Description

Architectural Classification

(Enter categories from instructions.)

Materials

(Enter categories from instructions.)

foundation: _____
walls: brick
roof: _____
other: _____

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Narrative Description

Summary Paragraph

The LexTran administrative terminal (FA-NE-736) is located at 101 W. Loudon Street in Lexington, seat of Fayette County, Kentucky. The area proposed for listing is a 2.4-acre lot with a single building, the nominated structure.

Character of the Site and Setting

The building is on one corner of the intersection of North Limestone Street and West Loudon Avenue. The site is flat, and the only vegetation, grass, is found on the south and east side of the building, between the building and the sidewalk; the majority of the site is covered in concrete. The site is more akin to the surrounding industrial lots, and used for bus parking or for repairs. There is a bus stop directly in front of the building on the North Limestone Street side.

A large area south and west of the property is listed on the National Register as the Northside Historic Residential District (1979, NRIS 79000977; and expanded in 1982, 82002692), sandwiched between Lexington's downtown and Loudon Avenue, and a collection of Federal-era to Queen Anne-style residences. Lexington's streets form a grid, but it is not oriented to the cardinal directions; the town's Main Street and Loudon Avenue run in a northwest-to-southeast direction. Different from the mainly residential use of the Northside area, Loudon contains a mix of commercial and warehouse space. A large number of these buildings were built with bricks made of Kentucky clay, and that material and masonry work gives North Limestone a very distinct character and historic feel.

Much of the recent development along the North Limestone corridor fills in where historic structures once stood, creating a lively new district which still retains much of its historic character. This includes turning the old Spalding's Donuts building at 5th and Limestone into an arcade bar, and Urban Wildlife, a public art installation created at Luigart Studios, which was a former brewery. Across the street facing the opposite direction is a new company, Bullhorn Creative, and other retail shops, including an antique furniture store, a thrift store, an art gallery and a restaurant. The building is also near a railway, constructed in the late 19th century, which transports industrial and manufacturing goods throughout the state and country.

Exterior Description

The building today has a rectangular plan. The historic and most architectural portion faces Loudon Avenue. A warehouse addition runs along North Limestone, containing the administrative part of the building and a garage. Its plan is the product of several additions over time.

The building is two stories tall, made of load-bearing brick, and its primary façade faces in a south-westerly direction. For simplicity's sake the front façade will be referred to as the south side. On the primary façade, newer aluminum-framed windows have replaced the historic metal framed windows. The roof is not visible from the street, hidden behind a parapet wall; a membrane covers the roof, which may be in no better than fair condition. Additions have been placed on the west side and rear of the facility, and aluminum siding has been applied to some parts of the side and rear elevations. Historic fabric appears intact under the aluminum siding, as test portions of that siding have been removed and the historic windows appear intact beneath. The building measures 7120 square feet, and the lot contains 103,792 square feet.

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The front façade has a muted Art Deco style. It is organized around three units. The taller central portion contains 2 garage doors and is framed by slightly-projecting brick pilasters that terminate with narrow limestone caps. Two units flank that central portion. Historically these were symmetrical: a three-bay unit with each bay indicated by a flush pilaster with narrow limestone cap, above which sits the parapet.

There are several entrances. A historic photo shows the original entrances were in the central bay. Two large vehicular doors opened within that bay, and each of the projecting pilasters flanking that bay had a pedestrian entrance at its base. In that photo, each of the three bays in the flanking portions of the buildings contained metal-framed industrial windows. When new windows were introduced into this side, some of those window units included an aluminum-framed door, requiring the removal of some of the bulkhead's bricks. The two garage doors give entrance to the building's warehouse. The windows in the second floor of the building's central portion rise to meet a diamond brick design from the original construction. While the original windows have been lost, the original opening configuration remains.

By about 1950, a brick addition was added to the western side of the building. This provided three more bays to the west (left) portion of the front, though removed the overall symmetry of the frontal composition. The treatment of the west-side addition to the south facade is functional, without any ornament. Its coping nearly aligns with the coping of the historic portion against which it stands. The west side of this addition has 3 large metal-framed multi-light windows. As the rest of the property's front portion, this addition is three structural bays deep.

Behind the front portion of the building, which was made for public access, are four long portions, stretching back toward the rear of the lot, each some 200 feet in length. These four portions are parallel and adjacent to each other, giving the building a great depth. The lengths of these portions is not consistent, and their roof heights also vary from each other. The east side, facing North Limestone, is completely visible for viewing; a gated metal fence prohibits the entry to the part of the site which would afford close inspection of the back portion's west side, and a chain-link fence prevents close viewing of the north, or rear, sides of the four portions. Nonetheless, through the gate and through the fence, it is possible to observe many details of these portions' construction.

The west side of this back portion shows a series of 5 loading docks, a variety of pedestrian entries, and at the rear, an interior space lit by a bank of 14 window units, with each unit 3 lights side-to-side and 9 lights top-to-bottom. This back portion is composed of concrete block, and some wall portions have been covered in vertically-oriented metal siding. Some of the siding has been removed, and it appears that the bulk of the materials underneath are intact. This portion of the building appears to date to the Period of Significance.

The east side of the building, along Limestone, has a mixture of non-historic and historic fabric, though the historic fabric is concealed beneath metal siding. On that side, nearer to the front part of the building, is a series of 7 aluminum-framed panels; this segment appears to date to the 1980s and was in office use. Above its doors are transoms displaying street address numbers on Limestone, "803" and "805." From recent lettering on the windows, the space was used for a printing shop. Beyond that (to the north) the building is covered with vertically-oriented metal siding. Three doors show on that side, two for vehicles and the third for pedestrians. Some of the original brick is showing near the center of the side.

The north (rear) side of the building, for the most part, is covered in vertically-oriented metal siding. However, one portion's siding has fallen away, revealing intact brick walls and metal-framed windows

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matching those on other parts of the building. A view of the back side of the building reveals that each of the four portions have roofs that are either flat or have very gentle slopes to them.

Interior

The author of this nomination was not able to inspect the interior personally, and relied on photographs of the interior provided by the State Historic Preservation Office. Interior images of the building, taken 5/18/10, reveal spaces in two different levels of finish. The front of the building, which is the more public part, is finished with paneling, dropped ceilings, wood paneling, and appear to date to the 1980s. These office spaces have fallen into great disrepair. The more utilitarian spaces, where maintenance occurred (in the rear portions) are open, for the most part, and unfinished. The highest ceilings in the back portion rise 16' – 18', and exhibit sprinkler system, joists, wiring, and conduit. Walls once had plaster on them, and in portions, the plaster's failure reveals brick underneath. A few of the spaces have wood flooring and square wood piers.

Changes to the building since the Period of Significance

Changes to the building since the Period of Significance covering the rear portions' brick with metal siding. It is not known when the additions to the western third of the front of the building was made; it may have been added prior to 1963. Newer windows have been added to the part of the building use for administration. The original entrances in the central bay had two large vehicular doors opening on each bay and pedestrian entrance on the side of all of them. After adding new windows, the building also added an aluminum framed door, but it meant the original bulkhead bricks had to be removed. These changes altered the symmetry of the original frontal composition.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

Transportation

Period of Significance

1936-1960

Significant Dates

1936, 1948

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Consolidated Coach Corp.

Criteria Considerations

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

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The Period of Significance begins when the building became the headquarters for the Southeast Greyhound line, and ceases in 1960, when it no longer served as the headquarters for that important business.

Criteria Considerations: NA

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Summary Paragraph

The Southeast Greyhound Building (FA-NE-736) at 101 W. Loudon Avenue, Lexington Kentucky, meets National Register Criterion A. It is a historically significant building in local and regional transportation history because of the role it played in the consolidation of bus transportation lines during the historic period 1936-1960. It began as a small southern transit company which expanded to become a vital part of one of the largest coach transportation companies in America. Many of the people involved in creating this company at Loudon Avenue location were also members of Lexington, Kentucky's elite. The building's significance is evaluated within the context "Bus Transportation in the Southeast part of the United States, 1914-1960."

Historic Context: Bus Transportation in the Southeastern United States, 1914-1960

Greyhound is an American brand name that almost immediately conjures up images of a coach bus, even over the breed of dog that appears on the sides of its buses, promising to ferry passengers across the country in something fast and sleek. The company's rise to prominence in the early- and mid-20th century had a great deal to do with company consolidation. The Southeast Greyhound Lines, formerly Consolidated Coach Corporation (CCC), played a critical role in helping Greyhound extend its national reach, particularly in the American South. CCC's consolidation of several lines throughout Alabama, Tennessee, Georgia, Mississippi, and Florida—along with its ticketing transfers and affiliated lines—broadened the parent organization's scope considerably, and much of the strategy for that growth was developed at the main headquarters at 101 W. Loudon.

Until World War I, railroads served as America's primary mode of transportation. Around 1920, America reached the height of its railroad development, and afterward, rail companies began withdrawing lines—paved car and truck roads took their place. Mass manufacturing enacted by Ford and others drastically reduced the cost of automobile ownership. Starting in the late 'teens, federal and state governments enacted policies that encouraged highway construction and automobile ownership (*Federal Highway Administration*). The shift from rail travel to auto travel was swift.

The Dixie Highway was conceived in 1914 and began to be constructed in 1916 (*Automobile Blue Book, Florida*). The route, which stretched from Ontario, Canada to Florida City, Fla., cut through the heart of Kentucky, stopping in Richmond, Lexington, Georgetown and Covington. Its southern-tinged identity was signified by an early proposed name for the highway: The Cotton Belt. Before the era of interstate highways, it was one of the primary corridors by which northern Americans visited the south, and it also was the route through which many left the south for work in northern factories. From the early 1920s until the 1970s, more than 6 million African-Americans participated in the Great Migration, escaping social constraints of the Jim Crow South for jobs or simply for a freer life in the North. Many of them used rail, but for those who had money or their own transportation, the highway provided another option (Wilkerson, 212).

Not everyone could or wanted to own a car. The Greyhound Company, started in 1914 as a small transportation company for Minnesota miners. Originally called the Mesaba Transportation Company, its owners changed its name to Greyhound in 1929, after acquiring regional bus lines and erecting travel routes through the country, expanding in tandem with the construction of publically-owned highways

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throughout the nation (see Greyhound timeline [<http://www.greyhound.com/en/about/historicaltimeline.aspx>] and Walsh, 319).

The new roads expanded commerce by making vehicular travel possible to places that railroads, lacking track, could not venture. By 1925, 1,900 miles of road had been laid; a 1933 gasoline tax helped further finance road construction and maintenance (Sweet,). In the late 1920s, the Commonwealth began to consider coach buses as not just as an aid to public transportation, but also a tool for economic development. The Kentucky Progress Commission, established in 1928, began investigating the ways that bus travel would benefit the Commonwealth.

The KPC published *Kentucky Progress Magazine*, touting the state's progress in building highways and other development of its economic assets. The magazine, a promotional publication, devoted articles to ways that buses could open up the state to tourists. The public pressure for better highways mounted in the early 1930s, eventually leading to the passage of the Federal Aid-Highway Act of 1938. The Act's advocates called for the exploration of six-lane highways, transportation companies saw the feasibility of planning to expand their boundaries, and moving people around the country more quickly and in greater numbers than ever before (*National Atlas*). In *Atlas of Kentucky*, Ulack and Raitz say that buses were the only other option for travel outside of the railroad () [Stacie: in 1938, buses and railroad were NOT the only options. There were airlines and personal auto. This line must be revised in some way, and give a page number for the citation]. In Kentucky, several bus companies were already considering ways to take advantage of this market. Notable among them was the Consolidated Coach Corporation (CCC), a line that was incorporated in Lexington, Ky., in 1926.

History of Consolidated Coach Corporation

Lexington businessman Guy Huguelet established the CCC together with several Lexington-based businessmen, in 1926. Other prominent Lexington business-owners who started the CCC included: Richard Spurr Webb, Jr., owner of Mammoth Garage, a car dealership, where he sold Studebakers and trucks (Connelly, Coulter, 184). Webb's involvement was especially notable, as CCC's first coaches were Studebakers (Hixson, 35). J. E. Kittrell, Sr., Judge John H. Hardwick, and Roger H. Swope, a descendant of one of Lexington's founding families, were also founding members, as was Fred G. Stilz, cashier of the Bank of Commerce, who eventually sat on the board of the People's Saving Fund and Building Association, which provided special facilities for Lexington home-builders (Connelly, Coulter, 90). Another founder, John R. Humphrey, was a chemical engineer who worked at the University of Kentucky and the Kentucky Steel Products Company (Connelly, Coulter, 326).

Huguelet, a South Carolina businessman, had a long background in transportation. He worked for six years in jobs at the Southern Railway System and the Atlantic Coast Line. At CCC, he served as general manager, vice president, and eventually president. Huguelet had a sophisticated understanding of the transit business and together with his business partners, built up the CCC into a multi-city transportation giant through strategic acquisition of other bus lines. The company was extremely successful and influential locally—at one point it was the biggest employer in Lexington, providing jobs through the Great Depression and World War II, and allowing the employees to amass enough capital to create their own credit union. By 1939, the credit union had assets of \$1,791.67 (Backfire, add volume and page #).

The company rapidly acquired smaller local and regional lines extending radially through the south during the 1930s before becoming a Greyhound subsidiary. These acquisitions included:

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- Union Transfer Company in Nashville, Tenn., in 1930, which opened up lines extending to Indiana and Ohio, not to mention transfers from those cities further north or west
- Alabama Bus Company (1930)
- Capital Coaches (1930)
- Teche Greyhound Lines (1934), which itself started as Old South Coach Lines in 1929, and was bought in 1930 by Teche Lines and turned into the Greyhound affiliate Teche Greyhound Lines.
- Greyhound Lines of Georgia (GLG), which was a subsidiary of the original Greyhound Lines (Motor Transit Corporation) and called Dixie Coach Lines. Greyhound changed GLG's name to the Southeastern Greyhound Lines in 1931 to reflect the company's southern and eastern expansions. The CCC acquired SGL the same year and used those lines to acquire the Florida Greyhound Line, which was originally called the Florida Motor Lines (Greyhound time-line, Hixson, 64-66).

The CCC had lines connecting it to routes in Florida and through the southeastern states, and all the way up through the Midwest and as far north as Minnesota with transfers. In 1936, reflecting the relationship the two companies had with the acquisition of the Southeastern Greyhound Lines (SEGL), the CCC's name was changed to Southeastern Greyhound Lines (Hixson, 74). It was even allowed to feature the well-known dog on the side of the bus, like its parent company. It became an extremely important company nationally, bringing revenue to Kentucky with transportation and gasoline taxes and tourist dollars.

SEGL's administrative and maintenance headquarters were still located in Lexington, at the nominated property. According to an article in the *Lexington Herald-Leader* (June 27, 2011), SEGL was Lexington's largest private employer by the 1940s, employing people as drivers, secretaries, dispatch operators, custodians, porters, and maintenance. The SEGL Credit Union was a member of the Kentucky Credit Union League and National Association of Credit Unions. This involvement actively and positively affected Lexington's economic climate as the country moved out of The Great Depression and into World War II.

The headquarters as a source of social and cultural exchange cannot be denied. The headquarters was where the SEGL newsletter *Backfire* was published and regularly featured local news from states where the company operated, along with local gossip and news of national importance. At the headquarters, drivers exchanged news about fluctuating prices of gas, and trends in bigger cities on everything from food to bathing suits. For people working in the SEGL facility who didn't have radio or newspaper access (taking into account literacy rates), this transfer of information was a vital pipeline of cultural news.

Transportation policy, as implemented through strategy sessions in the main office, disseminated through editorials written by Guy Huguelet and published in *Backfire*, addressed standards for transportation policy and safety nationwide. Editorials on safety issues such as speeding, braking properly, and even customer service, were frequently tackled. SEGL was awarded a National Safety Award in October, 1938, from the National Association of Motor Bus Operators (*Backfire*, November 1938). So much attention was given to safety issues that in 1944, Huguelet was named a member of the Intercity Bus Industry Advisory Committee by the Office of Defense Transportation, whose recommendations helped set national bus policy (*Backfire*, August 1944).

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The SEGL headquarters was also where technological advances were tested and implemented for the bus industry and local businesses in general. “These buses of ours,” said Fred Dunikowski, president and COO of all affiliated Greyhound lines, “have set standards for the entire industry. For years ... the innovations created by our engineers have been adopted by other bus lines. We’re very proud of the contributions we’ve made to the industry” (Schisgall, 104). These innovations included installing diesel engines, being the first coach bus company in the country to install air-conditioning and central heat on intercity buses, and to have coaches with bathrooms and buffets like the Luxury Zephyrs. The LexTran building was also implementing new repair technology. In November 1944, they installed new grinders for finishing crankshafts, which they had higher production rates and better quality work. SEGL finished crankshafts for buses from other cities like Jacksonville and Nashville (*Backfire*, *date and page#*).

Lexington was also a central dispatching point for the proposed post-war two-way radio communications for bus drivers. Huguelet attended FCC radio hearings in October, 1944, related to the proposal (*Backfire*, *date and page#*). The company then made a survey of its requirements and points were set up at Lexington, Louisville, Evansville Indiana, Nashville, Knoxville, Chattanooga, Birmingham, Tuscaloosa Alabama, Atlanta, Montgomery Alabama, Macon Georgia, Tallahassee and Jacksonville. Dispatch sheets would have all essential information about drivers, terminal departure times and the number of passengers and stops, making the system similar to the way railroads and airlines synchronized their operations. This advancement promoted safety, minimized delays and sped repairs.

On Dec. 31, 1950, the SEGL ceased operation as an independent entity, becoming a division of the larger Greyhound Lines (Greyhound timeline). Greyhound had a web of routes penetrating the entire country, including the various routes that were acquired under Consolidated, making the latter a key player in the expansion of the nation’s public transportation system. The building ceased to be the company headquarters in 1960, when the corporation merged with the Atlantic Greyhound Lines. The building continued to be associated with transportation history when the Transit Authority of Lexington, or LexTran, purchased the building in 1972 for use as a planning center.

Evaluation of the Significance of the Southeast Greyhound Building within the context of a transportation and economic hub

Consolidated/Southeast Greyhound Line’s headquarters at 101 W. Loudon is locally significant for the economic development it advanced, for the transportation networks it facilitated, for the social and cultural exchange that it offered, and the technological advances it helped usher— all things that originated in that building.

The building at 101 W. Loudon provided significant economic development to Lexington and served as a national transportation company. The building stands on a historic block of retail in the city and was managed by some of Lexington’s most prominent citizens—people who helped develop the city by providing jobs to others and investing in infrastructure. Its location, in the central part of the state, allowed people to move more freely around the country, facilitating commerce, tourism, and education. The location was critical to establishing other lines and making consolidation easier across cities and states. Leadership in the company gave voice to local interests to those making state and national transportation policy. The buses were seen as critical to defense strategy during World War II, when they were used to transport soldiers to bases throughout the South. The building’s significance to the economy and the transportation industry in the 20th century and beyond—especially when looking at how ubiquitous the Greyhound company is today, and the rise of newer coach buses such as Megabus and Bolt Bus— cannot be overstated.

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Evaluation of the Integrity between the Significance of the Southeast Greyhound Building in light of its current physical condition

A property meeting Criterion A must be “associated with events that have made a significant contribution to the broad patterns of our history.” This nomination’s perspective looks at transportation history from 1914-1960, and how events contributed to the erection of travel routes for bus transportation. A property can qualify for the National Register under this Criterion if it possesses integrity of location, integrity of materials and design which help us to see its identity as a vital part of the transportation theme. If it has all three of those integrity factors, it will have the foundation integrity factor, integrity of associations, and thus be eligible.

The Southeast Greyhound Building has integrity of **location**. It has not moved since the company took up residence in the building in 1936 and continued in that location until 1960.

The Southeast Greyhound Building has integrity of **setting**. The building is located at the edge of a residential neighborhood, where a mix of light industrial, warehouse, and residential uses co-exist. The site is less than a mile from downtown Lexington. This setting includes a key set of still-used train tracks, so the area has ongoing transportation function beyond its asphalt streets. Some new construction and rehabilitation has occurred in this area, locally called “Northside,” but its use patterns remain the way they were during the Period of Significance. It is correct to describe the setting as “mixed use” today, as it was historically, so that the current setting reinforces the understanding of the building as a vital operation within a vibrant area of the community.

The Southeast Greyhound Building has moderate integrity of **materials and design**, sufficient to tell its story of fostering transportation connections and to maintain its identity from the Period of Significance. The main changes to the building have been in its openings—the doors and windows on its primary façade have been replaced. The rhythms of solid and void remain intact as they were during the historic period, and those massing proportions help maintain the building’s historic identity and character. Effort has been taken to remove plywood that covers some openings, revealing that some historic metal-framed windows on the sides remain intact. The building was designed simply, as a 2-story brick construction with few overt decorative features, and that’s how it remains. The one prominent designed element, a large diamond-shaped panel, remains the building’s visual climax atop the central bay of the front façade. This element dominates the front façade, as the windows immediately below it have slanted tops where they meet the bottom of the diamond feature. While those windows are now replacements, the overall composition made by the diamond feature and those windows is so distinctive that the building’s historic identity is fully recognizable.

Because the Southeast Greyhound Building has integrity of location, setting, materials, and design, it has integrity of **associations**. The building has sufficient appearance to be recognized as the place where Consolidated Coach Corporation first took up its business in 1928, through the time that the company officially became part of the larger Greyhound corporation in 1960. Its association with transportation history continued even when vacated by Greyhound, as the local transportation system, LexTran, transformed it into the headquarters for the city’s public transportation agency.

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9. Major Bibliographical References

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 2.3827 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>16</u> Zone	<u>720 942</u> Easting	<u>4215 212</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

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

Bound by Loudon Street and North Limestone Street up to 109 N. Loudon on the front, and North Limestone and Wittland Lane in the rear of the building.

Southeast Greyhound Building

Name of Property

Fayette County,
Kentucky

County and State

Boundary Justification (Explain why the boundaries were selected.)

11. Form Prepared By

name/title Stacie Williams
organization Bullhorn Creative Consulting date 4/19/2013
street & number 804 N. Limestone telephone 414-526-5595
city or town Lexington state KY zip code 40505
e-mail _____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of ____.

Southeast Greyhound Building

Fayette County,
Kentucky
County and State

Name of Property

Property Owner:

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

name LexTran

street & number 220 E. Vine St.

telephone 859-253-4636

city or town Lexington

state KY

zip code 40507





W Loudon

101 E

Welcome

BUSINESS HOURS

10 - 5

SAT 10 - 1

OR BY APPOINTMENT







KITCHEN



PLANNING



CENTER









803

805



805





130E
SPEED
LIMIT
5















HORSE DRAWN CARRIAGE



1875

TROLLEY



COMMERCIAL



TRUCK















