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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Greyhound Bus Station  
other names/site number N/A

2. Location

street & number 1465 Chester Avenue N/A  not for publication  
city, town Cleveland N/A  vicinity  
state Ohio code OH county Cuyahoga code 035 zip code 44114

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>      </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>      </u>	<u>      </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>      </u>	<u>      </u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
			<u>      </u> Total

Name of related multiple property listing: N/A  
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.  
Barbara Power 2-5-91  
Signature of certifying official Date  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of commenting or other official Date  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register.  See continuation sheet.  
 determined eligible for the National Register.  See continuation sheet. Determined eligible  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other, (explain:)  
Edward H. Beall 3/25/91  
for 6/2/99  
Signature of the Keeper Date of Action  
Entered in the National Register

## 6. Function or Use

Historic Functions (enter categories from instructions)  
TRANSPORTATION: road-related (vehicular)  
COMMERCIAL: restaruant

Current Functions (enter categories from instructions)  
TRANSPORTATION: road-related (vehicular)  
COMMERCIAL: restaurant

## 7. Description

Architectural Classification  
(enter categories from instructions)

Moderne: Streamlined Moderne

Materials (enter categories from instructions)

foundation Concrete  
walls Concrete, Block  
roof Concrete with Composition Roof  
other Aluminum, Steel

Describe present and historic physical appearance.

Situated on the north side of a downtown business street, 1465 Chester Avenue, Cleveland, Ohio, is the Greyhound Bus Station, a free standing "island" structure of irregular shape with a frontage of 250 feet and a depth of 150 feet. The building is constructed of hollow tile block walls, concrete, structural steel framing and is faced with gray Indiana limestone and terra-cotta accents. A vertical sign tower rises 66 feet above the sidewalk level and is topped by the Greyhound corporate symbol, aracing greyhound. The interior is comprised of fireproof plaster walls, soundproof ceiling tiles, and terrazzo flooring. The building is three stories tall with structural designing built-in for an additional one to four floors which, if constructed, would house additional office space.

There is a cantilevered marque over the main entrance to the terminal which extends to the right of the sign tower forming a large "L" shaped accent. The edge of the marque-tower is covered with a heavy aluminum cap in the shape of the leading edge of an airplane wing. The color of the marque is a pale rose. A portion of the building facade on each side of the tower is covered in blue porcelain steel panels. The lower sidewalk facade of the building is banded with black terra-cotta which runs the length of the front of the building. Beneath the marque there are seven standard sized doors giving passengers access to the vestibule and ticket lobby. To the left of the entrance, a restaurant occupies one wing of the building, and to the right there is similar accommodation for commercial use which originally housed a Gray's Drug Store.

The second story is approximately 170 feet in length and is centered over the main entrance. It features curvilinear horizontal lines in harmony with those of the street level portion of the building. While the street level portion has rounded corners at both ends, the second story presents a counter point with a rounded corner on the right side and a squared corner on the left side. Centered over the entrance and to the right of the sign tower are three large rectangular window panels. The window line of the second floor is intersected by the sign tower. To the right of the three window panels and to the left of the sign tower, glass block windows extend to each end of the second story and wrap around the corner. These windows feature four evenly spaced horizontal aluminum moldings which run the length of the windows and wrap around each corner. The center window panels are free of these moldings. Flag poles are mounted at the second floor level and flank the entrance to the bus station.

The third floor is centered above the main entrance and runs from just left of the sign tower to the right extremity of the marque. It reflects the horizontal window style of the second story with glass block windows running from the right side of the sign tower to the right extremity where it curves around the corner. The windows have the same horizontal aluminum moldings as those on the second floor level. The corner to the left of the sign tower is square in harmony with the second floor level.

See continuation sheet

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Greyhound Bus Station, Cleveland, Ohio, Cuyahoga County

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Docking for buses is provided to the sides and rear of the terminal lobby and it is executed in a sawtooth style to facilitate bus access and withdrawal. The boarding portion of the docking area is covered in glazed tile with sidewalk level horizontal features echoing those on the front of the building. The entire bus boarding area is covered by a canopy supported by steel beams. The docking area can accommodate 21 buses. The entire area on the sides and at the rear of the building is paved with asphalt. The ground area along the front of the building is all concrete sidewalk. The roof of the building is composition and hot tar over a flat base. Heating is by steam furnished by a commercial steam heating company that serves other downtown buildings.

The lobby area is totally open and unobstructed. The ceiling rises to the top of the second story level and the entire area is bathed in direct and indirect lighting. The ticket counters are on the side directly opposite the main entrance, and face the passengers as enter the building from the street. Directly opposite the ticket counters and over the entrance area is a gracefully curved balcony faced with oak veneer which is served by a semi-enclosed staircase rising on each side of the balcony from the lobby floor. The restrooms are on the balcony level. This level also contains office space. The third floor is not accessible to the public. Access to the bus docking area is through numbered gates on each side of the lobby and at the rear on each side of the ticket counters. Once through the gates, the passengers have direct access to the bus. The lobby area runs the entire length of the building. The Greyhound Bus Station is operating today as a Greyhound/Trailways Terminal and has been continuously used as a Greyhound Terminal since it opened March 31, 1946.

When Greyhound opened the Cleveland terminal it contained some features it does not now possess. The missing features do not compromise the integrity of the building. Above the ticket counters was a giant travel mural by Glenn Shaw, a prominent Cleveland artist who executed murals for the luxury liner America of the United States Lines. This has been painted over and a large "Greyhound" sign installed. The painting was a travel map of the United States with symbolic sketches of tourist attractions across the nation. It was nine feet high by thirty feet long and illuminated by special lighting. The original lobby furniture has been removed. The sound-proof ceiling remains intact, but the spotlight lighting has been replaced by suspended florescence lights. On the exterior, the name "Greyhound" has been replaced on the sign tower by the word "Bus". The racing greyhound on the top of the sign tower was added subsequent to its opening. Sidewalk lighting was added along the front of the building just above the marque level with three lights to the left of the tower and four to the right of the marque. To the best of the preparer's knowledge, these are the only noticeable alterations to the building as originally built.

The area in which the Greyhound Bus Station is located is a mixed commercial use downtown neighborhood. The building was designed to be an "island" structure, free and isolated from any surrounding buildings. The rear of the property abutts Walnut Avenue NE. To the left of the property is a ground level parking lot and to the right, another ground level parking lot. A very small one story building is adjacent to the property line on the left side of the building. A row of commercial buildings that stood across from the station on

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Chester Avenue were razed and a multi-level parking lot constructed on the land. There are ground level parking lots on each side of this parking garage. To the right of the station, next to the parking lot, is a gas station building. Buildings in the immediate area include a large 1920s building that was the Allerton Hotel when the station opened in 1946, and is now a residential building, and a multi-story residential/commercial/office complex. The first street south of the station contains the Play House Square district of downtown Cleveland in which the terminal's architect, William Strudwick Arrasmith, maintained an office. It was in this office that he designed and directed the construction of the Greyhound Terminal, and many others.

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## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1948

Significant Dates

1948

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

William Strudwick Arrasmith

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Greyhound Bus Terminal at 1465 Chester Avenue, Cleveland, Ohio, is being nominated under Criterion C for architecture. The building embodies the distinctive characteristics of the Streamlined Moderne style of architecture, which had an important association with the technological idealism of the period. Although less than 50 years old, the building meets Criterion Consideration G as it is one of the few remaining buildings in Cleveland that represent the style, and clearly the best extant representation of the style in the local context.

The pattern of features common to the art moderne style include flat roofs with ledge coping, horizontal bands, smooth wall surfaces, asymmetrical facade arrangement, and curved wall surfaces. The Cleveland Greyhound Bus Terminal contains these design elements, as seen in the rounded walls of the first and third floors, the horizontal bands of windows, the use of limestone and porcelain tile as cladding, and the asymmetrical placement of the vertical Greyhound sign. The set-back floors and use of horizontal bands windows indicate reference to the International Style, which was becoming popular at the time the bus terminal was constructed.

When the Greyhound Bus Station was being designed and built all other major buildings in Cleveland were of a traditional style of architecture. Between 1940 and 1950 only two buildings approached the modernity of the Greyhound terminal. One was the United States Coast Guard Station which was built in 1940 on the shores of Lake Erie by the Cuyahoga River. It was designed by Milton J. Dyer and still stands today. The other building was the Bond Clothing Store, built in 1947 at the downtown intersection of East Ninth Street and Euclid Avenue. This building has since been demolished. With the exception of the buildings erected for the Great Lakes Exposition in 1936, these two structures were the only other dramatically modern buildings to rise on Cleveland's skyline. Neither one was done in the Streamline Moderne style.

The Coast Guard Station is an "L" shaped building with a two story center section at the angle of the "L". A dramatic lighthouse tower rises from the apex of the angle. The longer leg of the "L" extends to the indoor boat storage facility and the shorter leg

See continuation sheet

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Greyhound Bus Station, Cleveland, Ohio, Cuyahoga County

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carries part of the two story portion of the structure. It is a modern design style and though it contains elements commonly associated with Streamline Moderne architecture, such as rounded corners and a tower feature, it is a stand-alone design derived from the futuristic buildings that were constructed for the 1936 Great Lakes Exposition on Cleveland's waterfront.

The Bond Clothing Store was of a totally singular design. Bond Clothing wanted something especially distinctive for their new downtown location and this objective resulted in over 300 renderings of the proposed building. The structure featured a cylindrical silo at the corner of the intersection which rose from the main entrance level to just short of the roof. The walls of the building that faced Euclid and East Ninth Street featured a sawtooth treatment that presented the display windows to pedestrians and motorists as they approached the building. The entire building was faced with a rose colored marble. The walls ended just below the roof line where a gigantic swiss cheese boomerang hovered over the building. It was pierced by a flagpole extending from top of the silo. The interior was of equally dramatic design and featured staircases that ascended from the first floor to the upper retail levels, passing through huge circular openings in the floors above. It was unusual, it was exciting, but it was not Streamline Moderne.

There are several cliché-streamlined buildings in Cleveland today but none of any importance. The best example of the type in Cleveland is the Atlas Plating Building at East 36th and Payne Avenue. It was constructed in 1938 and still stands today. Typical of this style, the building has rounded corners and incorporates horizontal theme accents in the form of rows of colored brick at different levels which contrast with the yellow brick facing. The building, other than for these elements of the Streamline Moderne style, is an unremarkable commercial building. Subsequent to 1950, major buildings constructed in Cleveland adopted the International Style with glass curtain walls and steel frame construction. Typical of these is the Illuminating Building on Public Square constructed in 1958.

The Greyhound Bus Station stands in arresting contrast to all of the other buildings in or near downtown Cleveland. The overall aspect of the building is strikingly modern and is in the purest form of the Streamline Moderne style. The elegance, fluidity and smoothness of its lines are unmatched. The Streamline Moderne genre was a statement of the national sense of the victory of science and technology over the country's persistent problems which had been brought on by the depression. It evidences a direct transfer of the Industrial Design themes adopted for transportation machines - automobiles, planes, trains, ships, and buses. It was a masterful statement of efficiency. There is no more appropriate reflection in architecture of the Industrial Design philosophy. The Cleveland Greyhound Bus Station is the best example of this style in Cleveland. It is in fact the only example. No other building in the city compares with the Greyhound terminal.

The position that the Cleveland Greyhound terminal holds in relation to other Greyhound terminals is both typical and unique. It is typical in that it is consistent with the intent of Greyhound to create a corporate identity through its terminals. Streamline Moderne architecture was chosen to project the corporate identity. It exuded an

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impression of efficiency, speed, cleanliness and modernity. It made an unequivocal statement about the importance of these elements and the part they played in providing the company's service - fast and comfortable transportation. The style helped also to convey the impression of excitement in bus travel. Another benefit of the design, and perhaps one of the most important, was that the terminals were instantly identifiable. Everyone, whether or not they traveled by Greyhound Bus, knew where the Greyhound Bus Station was because of their distinctive style. If you were unfamiliar with a city, you could ask anyone on the street how to get to the Greyhound station and he could direct you. They were totally distinctive.

One of the earliest examples of the Streamline Moderne terminal was constructed in Louisville, Kentucky, in 1935. This building has since been demolished. It was situated downtown on a major thoroughfare. The two story building was faced in blue porcelain steel panels. The second floor was off-set and the building featured the horizontal fluidity and rounded corners of the Cleveland terminal. Centered over the entrance was a sign tower with the corporate name and a racing greyhound logo. This early type of Streamline Moderne Greyhound terminal was built in Evansville, Indiana in 1938, as well as many other locations east of the Mississippi River. Subsequently, though the style remained basically the same, a move to a cleaner facade appearance was made with the use of gray Indiana limestone in place of the blue porcelain steel panels. The terminal in Washington, D.C., best exemplifies this change. Constructed in 1939, it stands today as a good example of adaptive re-use in a downtown development project. Only a few more terminals were constructed before the outbreak of World War II brought all civilian construction to a halt. With the end of hostilities in 1945, Greyhound undertook a major expansion effort. The Cleveland bus station was the first to be built under this program and represents the ultimate development of the Streamline Moderne Greyhound terminals. Terminals that followed were of the same configuration but they identified with the International Style that was beginning to take hold in America. The facades were brick, the corners squared, and they conveyed a crisp angular impression. The best example of this type was the Akron, Ohio, terminal, constructed in 1949 but demolished in 1990.

The location of the Greyhound Bus Station takes advantage of the importance of Chester Avenue, a major artery to and from Downtown Cleveland. It is National Route 322 that goes from Cleveland to the east coast. It did and still does, provide excellent access for passengers and busses to all scheduled points. The location is served by city bus and is, of course, accessible by taxi and private automobile. Since the terminal was constructed, major new expressways have been built, all of which are conveniently near the terminal.

The location is typical of those sought by Greyhound during the period from the 1930s through the 1950s. It is within the downtown area but on its outer edge. This type of location is desirable because it is convenient to the major commercial and business establishments in the metropolitan downtown area while at the same time affording a relatively unhampered flow of the buses into and out of the city. It also provides a convenient location for passengers going to the terminal to catch a bus, or for those who have just arrived and intend to conduct business downtown. From the economical stand point, such locations permitted Greyhound to obtain the land they required without having to expend an inordinant amount of capital funds to do so.

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Greyhound Bus Station, Cleveland, Ohio, Cuyahoga County

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The building was designed by William Strudwick Arrasmith, born in 1898 in Hillsboro, North Carolina. He obtained his architectural degree from the University of Illinois in 1921. After spending several years with various architectural firms, he joined forces with two friends to form the firm of Wischmeyer, Arrasmith & Elswick in Louisville, Kentucky, in the early 1930s. The firm had been engaged in numerous important commissions before Mr Arrasmith obtained his first commission to design and build a Greyhound terminal. It was constructed in Louisville, Kentucky, in 1935. It was a very striking Streamline Moderne building and started Mr. Arrasmith on a long career with Greyhound. Between 1935 and the beginning of World War II, he designed and built no less than seven other terminals in the Streamline Moderne style for Greyhound. Mr. Arrasmith enlisted in the military when war was declared by the United States and served for the duration. When the war was over he was asked to assist Greyhound in its post war terminal expansion program. He came to Cleveland, Ohio, in 1945 and opened an office at 1720 Euclid Avenue in the Play House Square District and began design work on the Cleveland terminal. He remained in Cleveland from 1945 to 1950 working exclusively for Greyhound. In all, Mr. Arrasmith was involved in the design and construction of approximately 60 Greyhound bus stations east of the Mississippi. When the initial phase of the post War expansion effort was concluded. He returned to Louisville, Kentucky where he continued to practice architecture until his death. His firm continued to build various terminals for Greyhound into the early 1970s.

The Streamline Moderne style of architecture has been the subject of scholarly work. The seminal work by Donald J. Bush, The Streamlined Decade (1975) was one of the earliest to discuss the application of Industrial Design concepts of streamlining to architecture. The visual incorporation of machine-like efficiency into the design of the building was new to architecture in the early 1930s. In the view of Robert Craig, Roadside America: The Automobile in Design and Culture (1990), the distinctive appearance of Streamline Moderne was determined largely by the progressive forms of automobile and transportation design of the day. Streamline Moderne buildings are functionally and aesthetically linked to transportation and reflect the pervasive 20th century American mobility. The impression they conveyed was a reflection of our national mobility and as such they are one of our most representative architectural expressions. Mr. Craig wrote that the architecture of Streamline Moderne constituted a unique design typology of the 1930s and beyond and the embracing of streamlining by architecture resulted in the creation of more than just another modernistic building style.

The scholarly work has extended to the study of Greyhound Bus Stations in general and the Cleveland terminal in particular. With regard to the Greyhound terminals of the 1930s to 1950, Dr. Craig states that they were the best possible reflection in architecture of the Streamline Moderne style. And Eric Johannesen, Cleveland Architecture 1876-1976 (1979) considers the Cleveland Greyhound terminal to be a classic statement of the Streamline Moderne style. It was his feeling that the simplicity of the design achieved a timeless appeal so that the building always remains contemporary.

**9. Major Bibliographical References**

Bush, Donald J., The Streamlined Decade, 1975

Craig, Robert, Roadside America: The Automobile In Design and Culture, 1990

Johannesen, Eric, Cleveland Architecture 1876-1976, Cleveland, The Western Reserve Historical Society, 1979

See continuation sheet

**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

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreege of property 1-1/2 Acres

**UTM References**

A 

1	7
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4	4	3	0	2	0
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4	1	3	0	3	8	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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See continuation sheet

**Verbal Boundary Description**

The nominated property consists of Permanent Parcel #102-23-42,43,44; 51-59, Cuyahoga County Recorder's Office

See continuation sheet

**Boundary Justification**

The boundary delineates the property historically associated with the nominated building. Property under one ownership:

Transportation Leasing Co.  
111 West Clarendon  
Phoenix AZ 85013

See continuation sheet

**11. Form Prepared By**

name/title Frank E. Wrenick, Esq.  
organization Society for Commercial Archaeology date December 2, 1990  
street & number 2628 Queenston Road telephone (216) 371-0226  
city or town Cleveland Heights state Ohio zip code 44118

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Greyhound Bus Station, Cleveland, Ohio, Cuyahoga County

Section number \_\_\_\_\_ Photos \_\_\_\_\_ Page 1

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Greyhound Bus Station

Cleveland, Ohio

Cuyahoga County

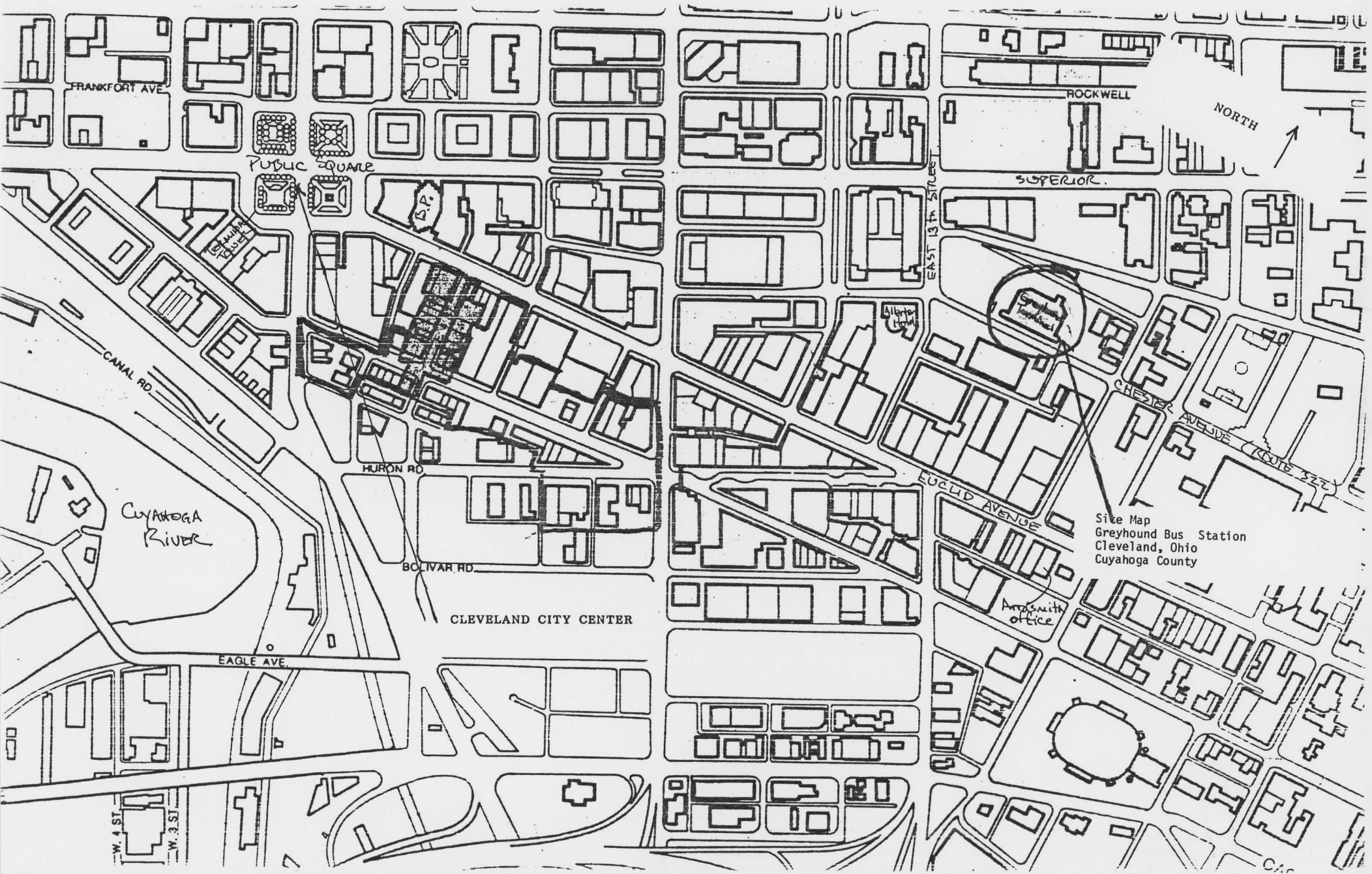
Photographer: Frank E. Wrenick

Location of Negatives: 2628 Queenston Road  
Cleveland Heights, Ohio 44118

Date of Photographs: 11/90

All above information the same for each photograph

1. Streetview in front of Bus Station, west on Chester Avenue
2. Streetview, looking west on Chester Avenue
3. Streetview, looking east on Chester Avenue
4. Facade of Bus Station
5. Facade, main entrance and sign
6. Facade, detail
7. Rear elevation
8. Interior, ticket counter
9. Interior, Main Entrance
10. Interior, Main Lobby



FRANKFORT AVE

PUBLIC SQUARE

ROCKWELL

NORTH

SUPERIOR

EAST 13TH ST

Albino

CANAL RD

CHESTER

AVENUE (ROUTE 522)

CUYAHOGA RIVER

HURON RD

EUCLID AVENUE

Site Map  
Greyhound Bus Station  
Cleveland, Ohio  
Cuyahoga County

BOLIVAR RD

CLEVELAND CITY CENTER

Amesmith  
office

EAGLE AVE

W. 4 ST

W. 3 ST

CAR

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ~~OWNER OBJECTION~~

~~BOE/OWNER OBJECTION~~

PROPERTY NAME: Greyhound Bus Station

Entered in the National Register  
Entered in the National Register

Listed 6/2/09

MULTIPLE NAME:

STATE & COUNTY: OHIO, Cuyahoga

DATE RECEIVED: 2/13/91

DATE OF PENDING LIST:

DATE OF 16TH DAY:

DATE OF 45TH DAY:

3/30/91

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 91000302

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 3/25/91 DATE *JLR* **Determined Eligible**

ABSTRACT/SUMMARY COMMENTS:

Exceptionally significant example of Streamlined Moderne style of architecture. Constructed in 1948 this building is the best example of the style in the city of Cleveland, and it is most appropriate that the style is here applied to a transportation-related building. The Greyhound Bus Station exhibits many features common to the style - smooth wall surfaces, asymmetrical facade arrangement, curved wall surfaces, horizontal bands of windows, and the use of limestone and porcelain tile as cladding. The building

RECOM./CRITERIA Eligible C  
REVIEWER Patricia Andrews  
DISCIPLINE Historian  
DATE 3/25/91

conveys the sense of efficiency, speed, and modernity intended by practitioners of the style and within the context of the

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

architectural development of Cleveland it is recognized as an exceptional example.

CLASSIFICATION

\_\_\_count \_\_\_resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

\_\_\_historic \_\_\_current

DESCRIPTION

\_\_\_architectural classification
\_\_\_materials
\_\_\_descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

- \_\_\_summary paragraph
\_\_\_completeness
\_\_\_clarity
\_\_\_applicable criteria
\_\_\_justification of areas checked
\_\_\_relating significance to the resource
\_\_\_context
\_\_\_relationship of integrity to significance
\_\_\_justification of exception
\_\_\_other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

\_\_\_acreage \_\_\_verbal boundary description
\_\_\_UTMs \_\_\_boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

\_\_\_sketch maps \_\_\_USGS maps \_\_\_photographs \_\_\_presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Phone

Signed

Date

REQUEST FOR DECISION ON PROPERTIES ACHIEVING SIGNIFICANCE WITHIN THE LAST 50 YEARS

Names of Nominated Properties:

Greyhound Bus Station

Recommendation:

Eligible C

Others (see attached): yes \_\_\_ no \_\_\_

Explanation of recommendation:

\_\_\_ attached to this sheet

attached to individual property evaluation/return sheet

\_\_\_ attached to MRA/Theme cover evaluation/return sheet

Additional Comments:

\* This is a D.O.E./owner objection action. Please note that in Section 5 (Signature block) of the form, the second line (determined eligible) is the appropriate one.

\* 45 day review period ends 3/30/91

Reviewer: Patrick Andrews

Date: 3/25/91

PROBLEM DESCRIPTION SHEET

State Name Ohio County Name Cuyahoga  
Resource Name Greyhound Bus Station  
Data Collector's Surname Jamron Today's Date 3 15 191  
Federal Register List  / / Cert. Date  / /  
Reference No. 91000302

Describe Problem:

added to wall materials -  
concrete building faced w/ limestone + terra cotta

Team Leader \_\_\_\_\_ Date  / / N R Staff \_\_\_\_\_ Date  / /  
Problem Team \_\_\_\_\_ Date  / /

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Greyhound Bus Station

MULTIPLE NAME:

STATE & COUNTY: OHIO, Cuyahoga

DATE RECEIVED: 2/13/91 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 3/30/91  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 91000302

NOMINATOR: STATE

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 6/2/99 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

RECOM. / CRITERIA Accept

REVIEWER E Beall

TELEPHONE \_\_\_\_\_

DISCIPLINE Historian

DATE 6-2-99

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



1/10

GREY HOUND  
STREET VIEW - WEST  
CHESTER

TO AMERSON HOTEL  
CLEVELAND, OHIO  
CUYAHOGA CTY



2/10

CC 231

LOOKING WEST  
ON CHESTER AV.  
CLEVELAND OHIO  
GREYHOUND.

12/1990

CUYAHOGA COUNTY



3/10

GREYHOUND.

STREET VIEW - EAST

CHESTER AV

CLEVELAND, OHIO

CUYAHOGA CTY



4/10

GREYHOUND

FRONT VIEW.

CLEVELAND, OHIO  
CUYAHOGA CTY



5/10

GREYHOUND

FROST VIEW

CLEVELAND, OHIO  
CUYAHOGA CTY



6/10

GREYHOUND

DETAIL

FRONT

CLEVELAND, OHIO  
CUYAHOGA CTY



7/10

GREYHOUND

REAR VIEW

CLEVELAND, OHIO  
@ CUYAHOGA CTY



8/10

GREY HOUNDS

INTERIOR

TICKET COUNTER

OPPOSITE

MAIN ENTRANCE

CLEVELAND, OHIO  
CUYAHOGA CTY



9/10

GREY HOUND

MAIN ENTRANCE

FROM CHESTER

F

FROM CHESTER AV.

CLEVELAND, OHIO

CUYAHOGA CITY



10/10

GREYTOWNS

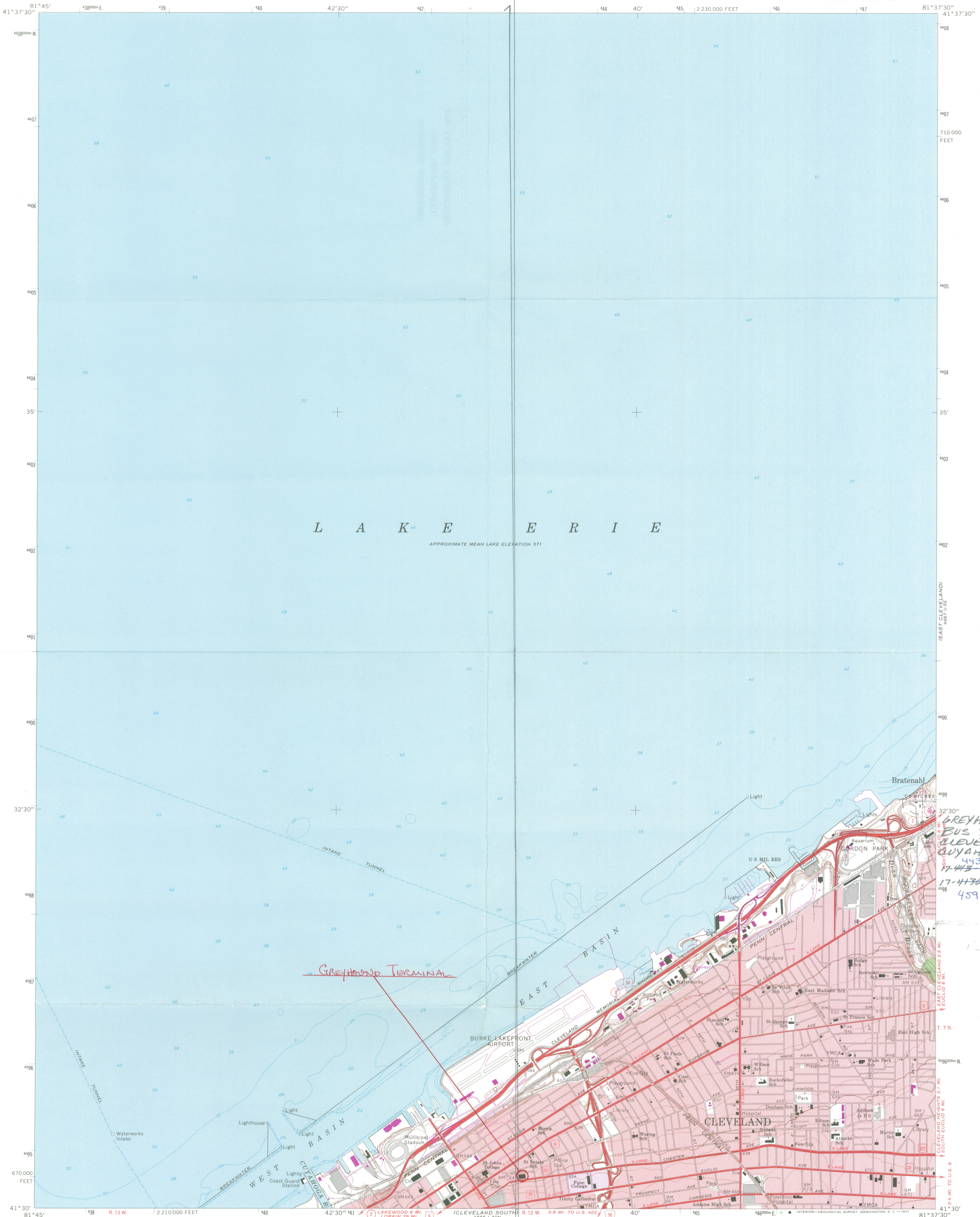
INTERIOR

CHESTER AVE TO

RIGHT

CLEVELAND, OHIO

CUYAHOGA CTY

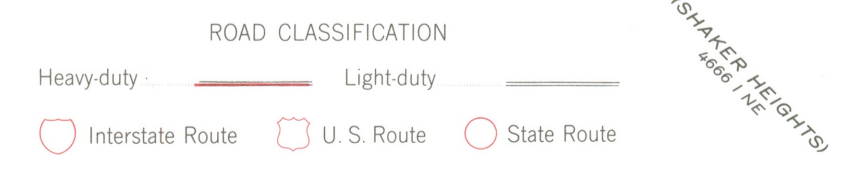
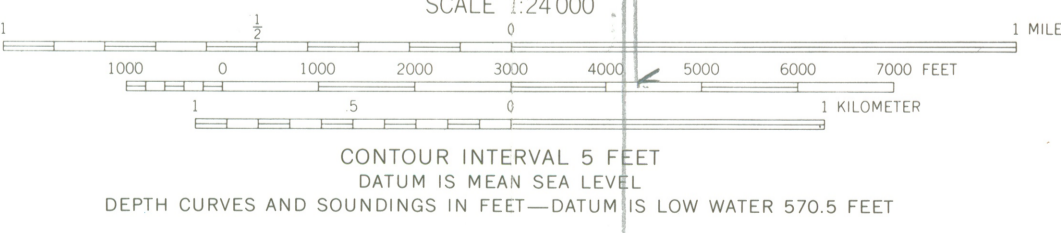
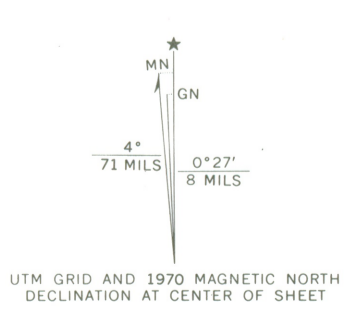


L A K E E R I E  
APPROXIMATE MEAN LAKE ELEVATION 571

GREYHOUND TERMINAL

GREYHOUND  
BUS TERMINAL  
CLEVELAND, OH  
CUYAHOGA COUNTY  
443000  
17-443-020 EASTING  
17-443-380 NORTHING  
4594640

Mapped, edited, and published by the Geological Survey  
Revised in cooperation with State of Ohio agencies  
Control by USGS, USC&GS, and Cleveland Regional Geodetic Survey  
Planimetry by photogrammetric methods from aerial photographs taken  
1952. Topography by planetable surveys 1953. Revised from aerial  
photographs taken 1962. Field checked 1963.  
Selected hydrographic data compiled from U. S. Lake Survey Charts  
35 (1959) and 354 (1962). This information is not intended for  
navigational purposes  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Ohio coordinate system, north zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 17, shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
Entire area lies within the Connecticut Western Reserve. Land lines  
established by private subdivision of the Connecticut Western Reserve



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with  
State of Ohio agencies from aerial photographs taken 1970  
This information not field checked  
Purple tint indicates extension of urban areas

CLEVELAND NORTH, OHIO  
SW/4 EUCLID 15' QUADRANGLE  
N4130—W8137.5/7.5  
1963  
PHOTOREVISED 1970  
AMS 4667 II SW—SERIES V852  
COMMERCIAL SURVEY CO.  
203 Caxton Bldg., 812 Huron Rd.  
Cleveland, Ohio 44115  
(216) 771-3995

GEOLOGICAL SURVEY MAP  
CLEVELAND, OHIO  
GREYHOUND TERMINAL

# TRANSPORTATION LEASING CO.

A Greyhound Company



111 W. Clarendon  
Phoenix, AZ 85013

RECEIVED JAN 14 1991

January 10, 1991

VIA CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

#P464783846

Mr. Jeff Winstel, National Register Manager  
Ohio Historic Preservation Office  
Ohio Historical Center  
1982 Velma Avenue  
Columbus, Ohio 43211-2497

Re: Greyhound Bus Station  
1465 Chester Avenue  
Cleveland, Cuyahoga County, Ohio  
("Property")


Dear Mr. Winstel:

This is in response to your letter dated December 3, 1990, addressed to Transportation Leasing Co. concerning the above-referenced matter. Thank you for considering the Property for nomination to the National Register of Historical Places. However, as the fee simple title owner of the Property, we object to such nomination to, and listing of the Property by, the National Register of Historic Places.

Since our bus terminal is a special use building, it would be extremely costly to convert to another use without disturbing the shell. It is likely that the Property will be converted to another use within the near future.

Very truly yours,

TRANSPORTATION LEASING CO.,  
a Delaware corporation

By:   
Armen Ervanian, Vice  
President-Real Estate

cc: Anthony Garofoli, Esq.

Mr. Jeff Winstel  
January 10, 1991  
Page 2

STATE OF ARIZONA     )  
                                  )  
COUNTY OF MARICOPA   )

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared ARMEN ERVANIAN, known to me to be the Vice President-Real Estate of Transportation Leasing Co., a Delaware corporation, who acknowledged to me that the same was the free act and deed of such corporation, and that he being authorized by proper authority to do so, executed the same on behalf of such corporation for the purposes and consideration therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this 11th day of January, 1991.

  
\_\_\_\_\_  
Notary Public - Mary Ann Knox

My commission expires:  
My Commission Expires May 31, 1994  
\_\_\_\_\_



Ohio Historic Preservation Office

Ohio Historical Center  
1982 Velma Avenue  
Columbus, Ohio 43211-2497  
(614) 297-2470

RECEIVED  
FEB 13 1991

NATIONAL  
REGISTER



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

February 5, 1991

Ms. Carol Shull, Chief  
National Register of Historic Places  
National Park Service  
Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

Dear Carol:

Enclosed are three (3) new National Register nominations. All the appropriate notification procedures have been followed for these new submissions.

I would like to draw your attention to one of the two USGS Maps for the Hune Farm nomination. The Dalzell, Ohio USGS Map indicates the presence of three (3) structures located immediately north east of reference point K. These structures are not extant and did not exist during the time the nomination form was being prepared. The USGS Map was last revised in 1977.

I would also like to request a priority evaluation of the Greyhound Bus Station as it is a threatened resource. Although the current property owner has officially objected to listing, (see enclosed letter), the building is for sale and some of the proposals that have been submitted involve rehabilitating the station.

New Submissions

Greyhound Bus Station  
Fuller House  
Hune, William, Farm

County

Cuyahoga  
Licking  
Washington

Please contact me if you have any questions.

Sincerely,

W. Ray Luce  
State Historic Preservation Officer

WRL/jw:dh

Entered in the  
National Register

DETERMINED ELIGIBLE FOR THE NATIONAL REGISTER

STATE OHIO

DATE DETERMINED 3/25/91

Name

Greyhound Bus Station

Location

Cuyahoga County

Entered in the  
National Register

Entered in the  
National Register

Listed 6/2/99

Also Notified

Ohio Historical Society

National Park Service/MARO

Advisory Council on Historic Preservation/DC

For further information, please call the National Register at (202) 343-9536

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**ROUTING SLIP**

(Indicate routing order by number - strike out office when cleared)

✓	INTERIOR MAIL STOP	NPS ORG. CODE	OFFICE TITLE	✓	INTERIOR MAIL STOP	NPS ORG. CODE	OFFICE TITLE	
	3106	001	<b>DIRECTOR</b> Assistant to the Director (Science & Technology) Assistant to the Director (Tourism) Assistant to the Director (Park Initiatives)		3127	470	<b>ASSOCIATE DIRECTOR, NATURAL RESOURCES</b> Senior Scientist Air Quality Division (WASO) Water Resources Division (WASO) Wildlife & Vegetation Division (WASO)	
	3410				3328	473		
	3320				3021	475		
	3410				3021	479		
	3106	002	<b>DEPUTY DIRECTOR</b> Office of Business & Economic Development Office of Equal Employment Opportunity Office of Policy Office of International Affairs Office of Public Affairs <b>ASSISTANT DIRECTOR, LEGISLATIVE &amp; CONGRESSIONAL AFFAIRS</b> Legislation Congressional Liaison		L ST.	490		
	3106	002			3120	500	<b>ASSOCIATE DIRECTOR, OPERATIONS</b> Environmental Sanitation Officer <b>ASSISTANT DIRECTOR, VISITOR SERVICES</b> Youth Activities Engineering & Safety Services Division Ranger Activities Division Special Populations Land Resources Division Concessions Division <b>ASSISTANT DIRECTOR, INTERPRETATION</b> Interpretation Division	
	3410	003			L ST.	501		
	1229	010			3310	600		
	1226	022			L ST.			
	L ST.	023			L ST.	610		
	3424	040			3310	650		
	3211	170			2101 - L ST.			
	3211	180			L ST.	660		
	3222	190			L ST.	680		
	3130	199		<b>ASSOCIATE DIRECTOR, BUDGET &amp; ADMINISTRATION</b> <b>DEPUTY ASSOCIATE DIRECTOR, BUDGET &amp; ADMINISTRATION</b> <b>ASSISTANT DIRECTOR, PERSONNEL &amp; ADMINISTRATIVE SERVICES</b> Administrative Services Division Personnel Division WASO Personnel Information & Data Systems Division Employee Development Division Mather Training Center Albright Training Center FLETC (Glynco, Ga.) <b>COMPTROLLER (ASSISTANT DIRECTOR)</b> Accounting Operations Division Budget Division		3116		700
	3126	199			L ST.	710		
	3126	200			3116	760		
	L ST.	230			2115 - L ST.	761		
	3323	240			1210	762		
	2328	260			3230	763		
	L ST.	270			L ST.	765		
	L ST.	280			L ST.	775		
	L ST.							
	L ST.							
	L ST.							
	2711	300				<b>FIELD OFFICES</b> GIS Division (Denver) Air Quality Division (Denver) Water Resources Division (Ft. Collins) Harpers Ferry Center (HFC) Rocky Mountain Region (RMR) North Atlantic Region (NAR) Denver Service Center (DSC) National Capital Region (NCR) Mid-Atlantic Region (MAR) Southeast Region (SER) Midwest Region (MWR) Southwest Region (SWR) Western Region (WR) Pacific Northwest Region (PNWR) Alaska Region (AR)		
	Reston	309		L ST.	472			
	2711	330		L ST.	475			
				L ST.	479			
				L ST.	1100			
				L ST.	1200			
				L ST.	1600			
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				L ST.	5000			
				L ST.	6000			
				L ST.	7000			
				L ST.	8000			
				L ST.	9000			
				L ST.	9700			
				<b>CENTRAL FILES</b> _____ <b>MAIL ROOM</b> _____				

REMARKS:

PLEASE RETURN TO 413 FOR MAILING

*\* O.O. DOE due date*

*3/30/91*

SIGNATURE

*Bob J. Swall*  
*Jan Stull*

**413**

DATE

*3/25/91*

**Ohio Historic Preservation Office**

567 East Hudson Street  
Columbus, Ohio 43211-1030  
614/ 297-2470 Fax: 614/ 297-2496

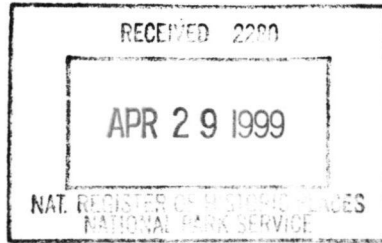
Visit us at [www.ohiohistory.org/resource/histpres/](http://www.ohiohistory.org/resource/histpres/)

91-000302



**OHIO  
HISTORICAL  
SOCIETY**  
SINCE 1885

April 23, 1999



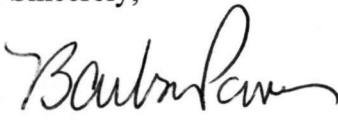
Carol Shull, Chief of Registration  
National Park Service  
National Register, History & Education Programs  
Mail Stop 2280, Suite 400  
1849 C Street, NW  
Washington, D.C. 20240

Dear Carol:

This letter is a request to list the Greyhound Bus Station, located at 1465 Chester Avenue, Cleveland, Cuyahoga County, Ohio, in the National Register of Historic Places. The property was determined eligible due to owner objection on March 25, 1991. We have received the enclosed letter from the owner, Greyhound Lines, Inc., rescinding their former objection to the listing of the property in the National Register of Historic Places.

Please consider this matter at your earliest convenience. If you require any additional information regarding this property, please contact Barbara Powers at the Ohio Historic Preservation Office.

Sincerely,

  
for Amos J. Loveday, Jr.  
State Historic Preservation Officer

enclosures

xc: Jack Haugslund, Greyhound Lines, Inc.  
Robert Keiser, City of Cleveland

REC'D BY OHPO APR 0 0 1999



# Greyhound Lines, Inc.

P.O. Box 660362  
Dallas, Texas 75266-0362

March 12, 1999

Ms. Carol Shull, Chief  
National Register of Historic Places  
c/o Ohio Historic Preservation Office  
567 E. Hudson St.  
Columbus, Ohio 43211

Dear Ms. Shull:

Greyhound Lines, Inc. is the current owner of the Cleveland Greyhound Bus Terminal, 1465 Chester Ave., Cleveland, Ohio. We wish to have this property placed on the National Register of Historic Places.

It is my understanding that the property was determined eligible by the National Park Service on April 19, 1991, but that the then-owner, the Transportation Leasing Co., Phoenix, Arizona, at that time formally objected to National Register status.

I am writing to advise you that Greyhound Lines, Inc. hereby removes the objection so that this Cleveland landmark building can gain National Register status. The Ohio Historic Preservation Office has advised that this notarized statement must be submitted in order to have this objection lifted and the property listed.

Your attention to this matter is appreciated. If you have any questions, please contact me. I am looking forward to having our building placed on the National Register of Historic Places.

Sincerely,

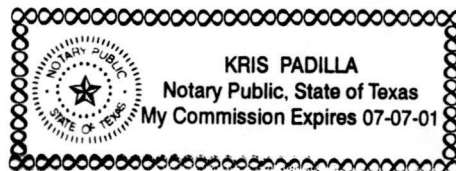
Jack Haugland  
Chief Operating Officer  
Greyhound Lines, Inc.

Approved as to form  
By   
Attorney

WITNESS BY A NOTARY PUBLIC IN THE STATE OF (TEXAS), (DALLAS)  
COUNTY



My Commission Expires 07-07-01



NATIONAL REGISTER OF HISTORIC PLACES PROPERTY REPORT

REFERENCE No.: 91000302

Control No.: 910305/ALD

PROPERTY NAME: Greyhound Bus Station

OTHER NAME/ NOT APPLICABLE  
SITE No. :

MULTIPLE NAME: NOT APPLICABLE

ADDRESS/ 1465 Chester Ave.  
BOUNDARY :

CITY: Cleveland

COUNTY: Cuyahoga

STATE: OHIO

Restricted Location Information: Owner: PRIVATE Resource Type: BUILDING

Contributing Noncontributing

Buildings	1	0
Sites	0	0
Structures	0	0
Objects	0	0

Nomination/Determination Type: SINGLE RESOURCE

Nominator: STATE GOVERNMENT

Nominator Name:  
NOT APPLICABLE

Federal Agency: NOT APPLICABLE

NPS Park Name: NOT APPLICABLE

Certification: DATE RECEIVED/PENDING NOMINATION

Date: 02/13/91

Other Certification: NOT APPLICABLE

Historic Functions: COMMERCE/TRADE  
TRANSPORTATION

Historic Subfunctions: RESTAURANT  
ROAD-RELATED

Current Functions: COMMERCE/TRADE  
TRANSPORTATION

Current Subfunctions: RESTAURANT  
ROAD-RELATED

Level of Significance: LOCAL Applicable Criteria: ARCHITECTURE/ENGINEERING

Significant Person's Name: NOT APPLICABLE

Criteria Considerations: SIGNIFICANCE OF LESS THAN FIFTY YEARS

Area of Significance: ARCHITECTURE

Periods of Significance: 1925-1949

Circa: Specific Sig. Years:

1948

Architect/Builder/Engineer/  
Designer:

Arrasmith,William Strudwick

Other Documentation:

NOT APPLICABLE

HABS No. N/A

Cultural Affiliation:

NOT APPLICABLE

HAER No. N/A

Architectural Styles: MODERNE  
OTHER

Describe Other Style: Sreamline

Foundation Materials:	CONCRETE	
Wall Materials:	LIMESTONE	TERRA COTTA
Roof Materials:	ASPHALT	
Other Materials:	ALUMINUM	STEEL

Acreage: 1.5

UTM	Zone	Easting	Northing	Zone	Easting	Northing
-----	------	---------	----------	------	---------	----------

Coordinates: 17/ /4 43 020/ /41 30 380 / / / /