

PITTSBURGH'S

COBALT-COLORED GREYHOUND BUS

STREAMLINED STATION

By Brian Butko,
Director of Publications

The main entrance of
Pittsburgh's Greyhound
station faced Liberty Avenue.

LoC 8d32836, photo by Esther Bubley, 1943
(originally "killed" to not be used and left
unlabeled).



This stylized drawing was part of an ad (see page 53) announcing Pittsburgh's new bus terminal.

Carnegie Library of Pittsburgh, Pennsylvania Dept., clipping file.



In September 1943, 22-year-old Esther Bubley took a bus from Washington, D.C., to the Midwest and back, documenting the trip for the Office of War Information. Luckily for us, she took lots of photographs at Pittsburgh's Greyhound station—drivers, workers, and passengers, with the terminal prominent in most views too. The station spanned the block between Grant Street and Liberty Avenue at the site of today's Federal Building. It served countless passengers for more than two decades, but if not for Bubley's photos, almost no images of it would exist. The station was not as dazzlingly deco as other Greyhound terminals of the era but nonetheless brought an air of luxury and sophistication to local transportation.



TOP RIGHT: A billboard for Iron City Beer towers over a bus as it departs Pittsburgh's Greyhound terminal. Peeking out at upper left is the distinctive corner of the Chamber of Commerce Building.

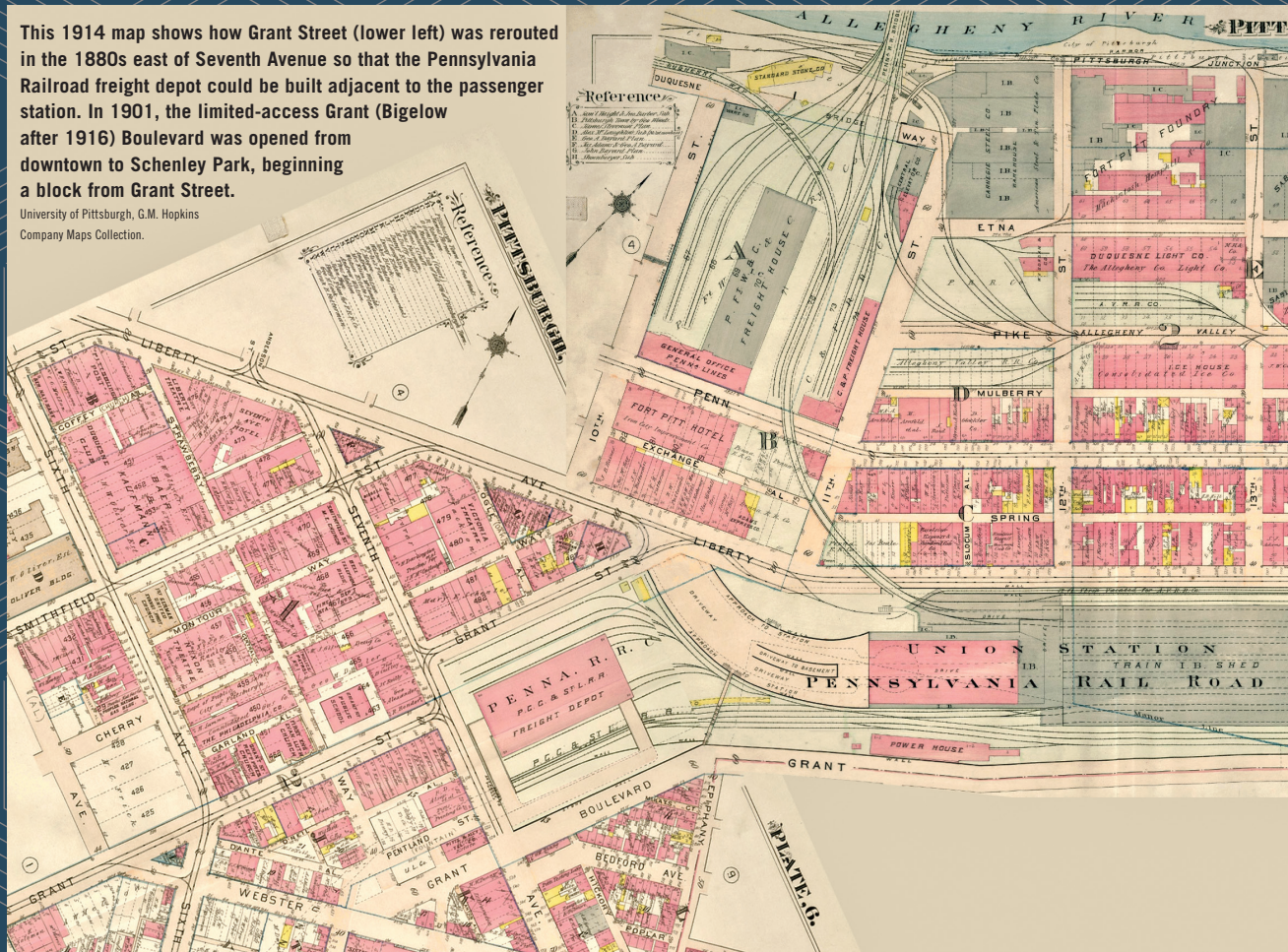
LoC 8d32853, photo by Esther Bubley, 1943.

RIGHT: A lineup of buses waiting to depart outside Gate 2.

LoC 8d32893, photo by Esther Bubley, 1943 (killed image).

This 1914 map shows how Grant Street (lower left) was rerouted in the 1880s east of Seventh Avenue so that the Pennsylvania Railroad freight depot could be built adjacent to the passenger station. In 1901, the limited-access Grant (Bigelow after 1916) Boulevard was opened from downtown to Schenley Park, beginning a block from Grant Street.

University of Pittsburgh, G.M. Hopkins
Company Maps Collection.



A ZAG IS UN-ZIGGED

A decade before Bubley's trip, as the country plunged into the Great Depression, the eastern edge of downtown Pittsburgh near the Pennsylvania Station was on the upswing. Newspapers crowed that new construction on Grant Street had made the area "one of the most valuable and important intersections in downtown Pittsburgh."¹ The Koppers Building, Gulf Building, Federal Reserve Bank of Cleveland (now Drury Plaza Hotel), and block-long U.S. Post Office and Federal Courthouse (now Joseph F. Weis Jr. U.S. Courthouse) were making Grant "one of the city's leading business streets."²

All that activity was possible because that block of Grant Street was itself new. Back

in 1886, the Pennsylvania Railroad (PRR) took over Grant so it could consolidate its operations: a small freight depot sat on Grant's south side but tracks stretched down both sides of the street.³ In exchange for being allowed to expand its freight station atop the street itself, the PRR helped relocate Grant a half-block north plus built four bridges for the city.⁴ The new layout also meant cutting off Washington Street, which ran from the Hill District to where Grant and Liberty had connected. All this work, in addition to widening Cherry Alley,⁵ was done by renowned contractor firm Booth and Flynn.⁶

The result: traffic leaving town on Grant had to zigzag left on Seventh, then right onto "new" Grant Street for a block until it



It took three decades, but in 1922, the PRR announced plans to relocate its freight operations, allowing Grant to be made whole again.

This aerial view from 1930 shows Grant Street at the bottom meeting Liberty Avenue at the Penn Station concourse. The U.S. Post Office and Federal Courthouse would soon be built on the lot at the lower right. The lot at the center was used by Greyhound — light-colored buses can be seen lined up at its depot, on what had been “new” Grant Street. At middle left, a rooftop sign marks the Fort Pitt Hotel, conveniently located for train and bus passengers.

University of Pittsburgh, Archives Service Center, City Photographer Collection, 715.3011875.CP.



reached Liberty Avenue—all to go around the railroad’s privileged freight yard.⁷ New Grant, being squeezed into the existing grid, was skinny with only one sidewalk and always jamming with wagon deliveries, leading one businessman to complain, “There are times when we might as well not have a street there at all.... Let the company move back their sheds 10 or 12 feet or have a yard where the process of loading and unloading merchandise can be carried on.”⁸ Nighttime brought holdups in the blighted block.

It took three decades, but in 1922, the PRR announced plans to relocate its freight operations, allowing Grant to be made whole again.⁹ In 1925, the freight station was cut in half and inbound freight was moved to Penn

Avenue and 16th Street. The remaining station was walled in and still used but finally abandoned by the PRR on December 15, 1926, when operations moved two blocks away to the Penn

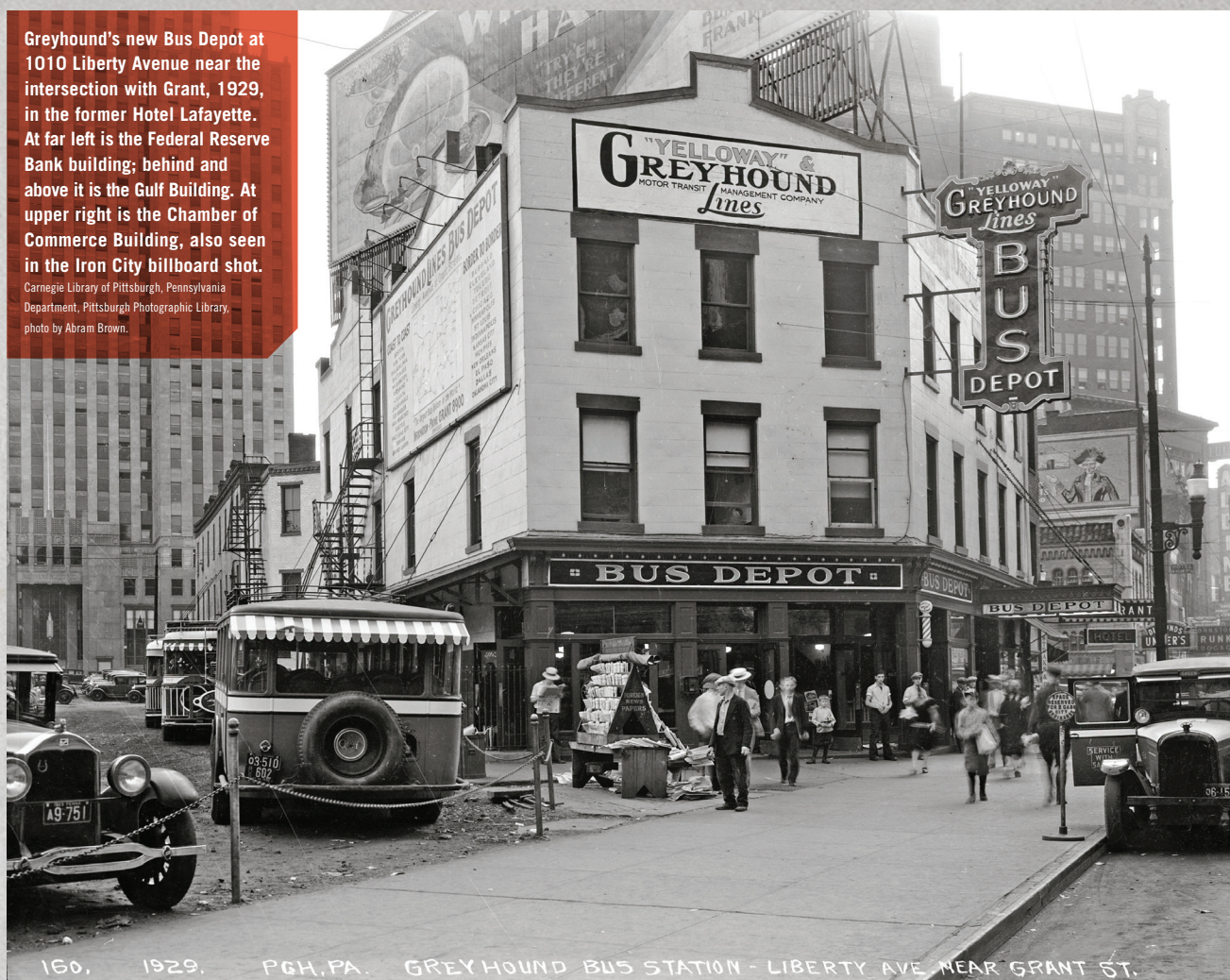


Looking from the Pennsylvania Station to the intersection of “new” Grant and Liberty, 1906. The freight station at left sits atop the original Grant Street. The Hotel Lafayette would become the city’s Greyhound Bus Depot in 1929 and serve until the new station was built in 1937.

Carnegie Library of Pittsburgh, Pennsylvania Dept., photo file.

Greyhound's new Bus Depot at 1010 Liberty Avenue near the intersection with Grant, 1929, in the former Hotel Lafayette. At far left is the Federal Reserve Bank building; behind and above it is the Gulf Building. At upper right is the Chamber of Commerce Building, also seen in the Iron City billboard shot.

Carnegie Library of Pittsburgh, Pennsylvania
Department, Pittsburgh Photographic Library,
photo by Abram Brown.



Avenue Freight Station at Penn and 11th.¹⁰

As the street returned to its original straight alignment, the curved concourse of Union/Penn Station (built in 1903) had to be trimmed back to allow Grant to once again meet Liberty.¹¹ Grant was now 56 feet wide with 12-foot-wide sidewalks, and open land lined both sides of the new block.¹² The deed for the south side of Grant was taken over by the government for a new post office, but with construction still years away, the land was leased for parking.¹³

What followed in the next five years, as architectural historian Franklin Toker has written, was Andrew Mellon masterminding the construction of four major buildings at the corner of Grant and Seventh: Koppers

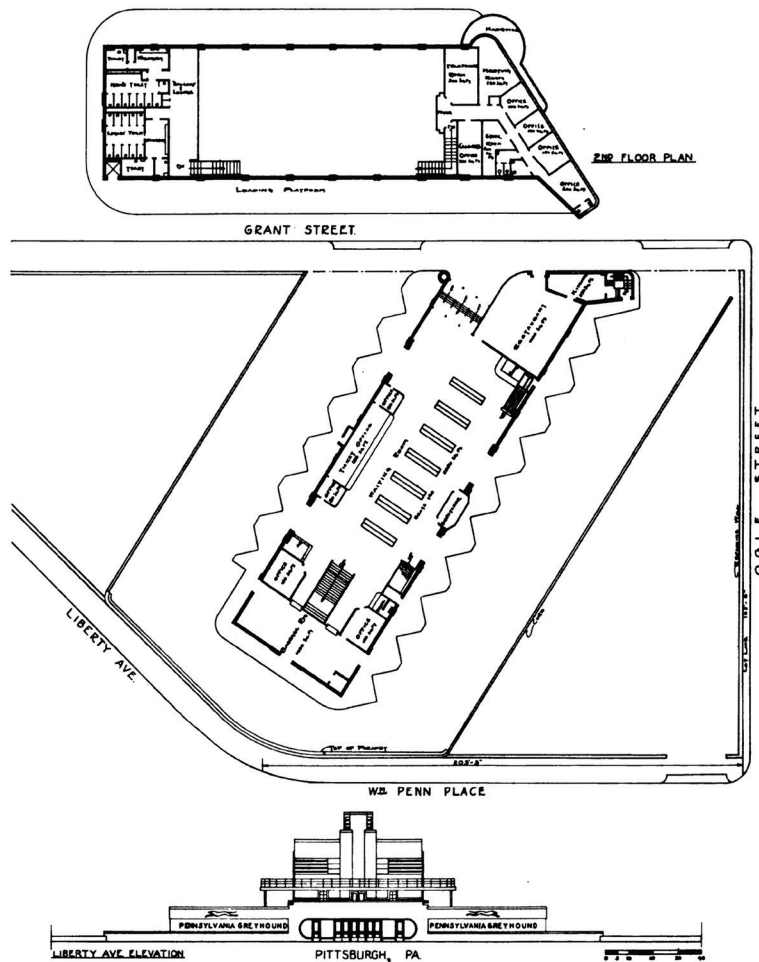
on the east side of Seventh Avenue in 1929, Federal Reserve Bank of Cleveland in 1931,¹⁴ Gulf Building on the west side of Seventh in 1932 (fittingly the site of the first U.S. oil refinery),¹⁵ and the U.S. Post Office and Federal Courthouse in 1934.¹⁶ Andrew and his brother Richard B. Mellon were chief shareholders in Koppers and Gulf, plus as U.S. Secretary of the Treasury, Andrew oversaw the other two.¹⁷

The Post Office and Courthouse was built on the site of the original (pre-1886) PRR freight station.¹⁸ Andrew Mellon appropriated the money, helped choose the architects, and oversaw construction.¹⁹ Dedicated October 13, 1934, it ran the entire south side of the new block.²⁰ Across from it, the Koppers/Gulf/Federal Reserve buildings remain three of the

city's leading examples of art deco/moderne architecture. The new block was dazzling—except for the dreary parking lot next to the trio, a dirt strip filled with cars and idling buses lined up against a makeshift Greyhound station.

WHEN BUS TRAVEL WAS GLAMOROUS

Greyhound enjoyed a spectacular rise from one bus in 1914 (actually a Hupmobile touring car transporting miners) to the world's largest motor coach company by the time Pittsburgh's streamlined station opened in 1937. As bus travel blossomed in the 1920s, riders had to transfer between each system. The company that would become Greyhound



Layout plan of Pittsburgh's station. The second floor (at top) was of course not on Grant Street but sat atop the first floor between Grant and Liberty.

Modern Bus Terminals (1941), p. 90.

A newspaper ad announced the opening of Pittsburgh's terminal, March 13, 1937. The image was similar to the final building, though a bit more idealized.

Carnegie Library of Pittsburgh, Pennsylvania Dept., clipping file.

Greyhound presents

PITTSBURGH'S GREAT NEW BUS TRAVEL CENTER

Accept this cordial invitation to the Pre-View of Pittsburgh's new and complete modern bus terminal—today and Sunday. Enjoy the special music—get acquainted with the brand new travel facilities, including the Travel Bureau—inspector Greyhound's new streamlined Cruisers! Courteous attendants will give you any information you desire about low rates, nationwide service and frequency of schedule. Take this opportunity to visit the city's new travel center before actual service begins on Monday. Follow the crowds to Pittsburgh's Gateway to America!

NEW GREYHOUND TERMINAL
LIBERTY AVE. AT GRANT ST. Phone Grant 5700

GREYHOUND Lines

knitted together a national network of regional systems; the joining companies often adopted the Greyhound name too, making long-distance travel convenient and simple.

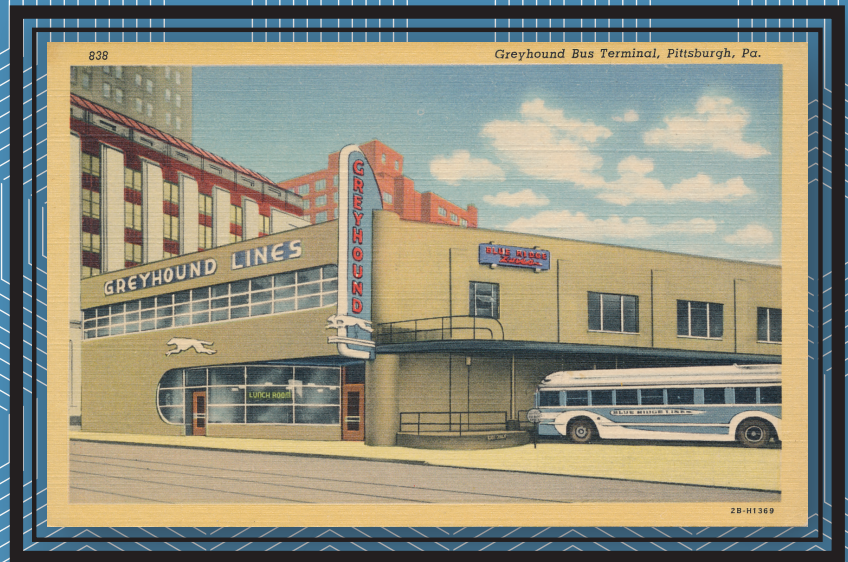
Meanwhile, railroad ridership had been declining since its peak in 1920. More than two dozen railroads decided, "if you can't beat 'em, join 'em," and waded into the bus business, even competing with their own train passenger routes. Half of those rail-owned bus companies eventually merged into Greyhound Lines such as Pacific Greyhound (formed by Southern Pacific Railroad) or Pennsylvania Greyhound (formed by PRR's subsidiary, Pennsylvania General Transit Company). The arrangement still left them somewhat independent, allowing the Greyhound system to grow while insulating

it from failures by any single operators.²¹ The biggest merger, in 1929, brought in Pickwick from the west coast and Yellowway from the Midwest, resulting in the first coast-to-coast bus system.²²

Bus travel was increasingly seen as exciting and glamorous, like train and air travel.²³ Automobiles could not offer reclining seats or air conditioning, or release from having to do the driving. Most importantly, buses served thousands more places that trains could not reach. Greyhound seized the opportunity to standardize its bus design and new terminals, even its uniforms, into a coordinated and stylish package.²⁴

Consolidation and standardization

paid off—while other companies struggled during the Depression, Greyhound kept growing.²⁵ Allowing rail companies to invest gave the company capital to expand; by 1937, Greyhound was operating 2,500 buses on 50,000 route-miles daily. It operated 200 garages and employed 12,000.²⁶ Pennsylvania Greyhound Lines led the chain in miles and passengers carried, and Pittsburgh was seen as the hub of long-distance motor coach lines. The city was the division point on the main



FULL PAGE: Looking west on Grant Street, mid-1950s, to the Greyhound Bus Terminal. Beyond it at left is the Federal Reserve Bank building, Gulf Building, and Koppers Building; at right is the Chamber of Commerce Building. This station was replaced in the early 1960s by the Federal Building.

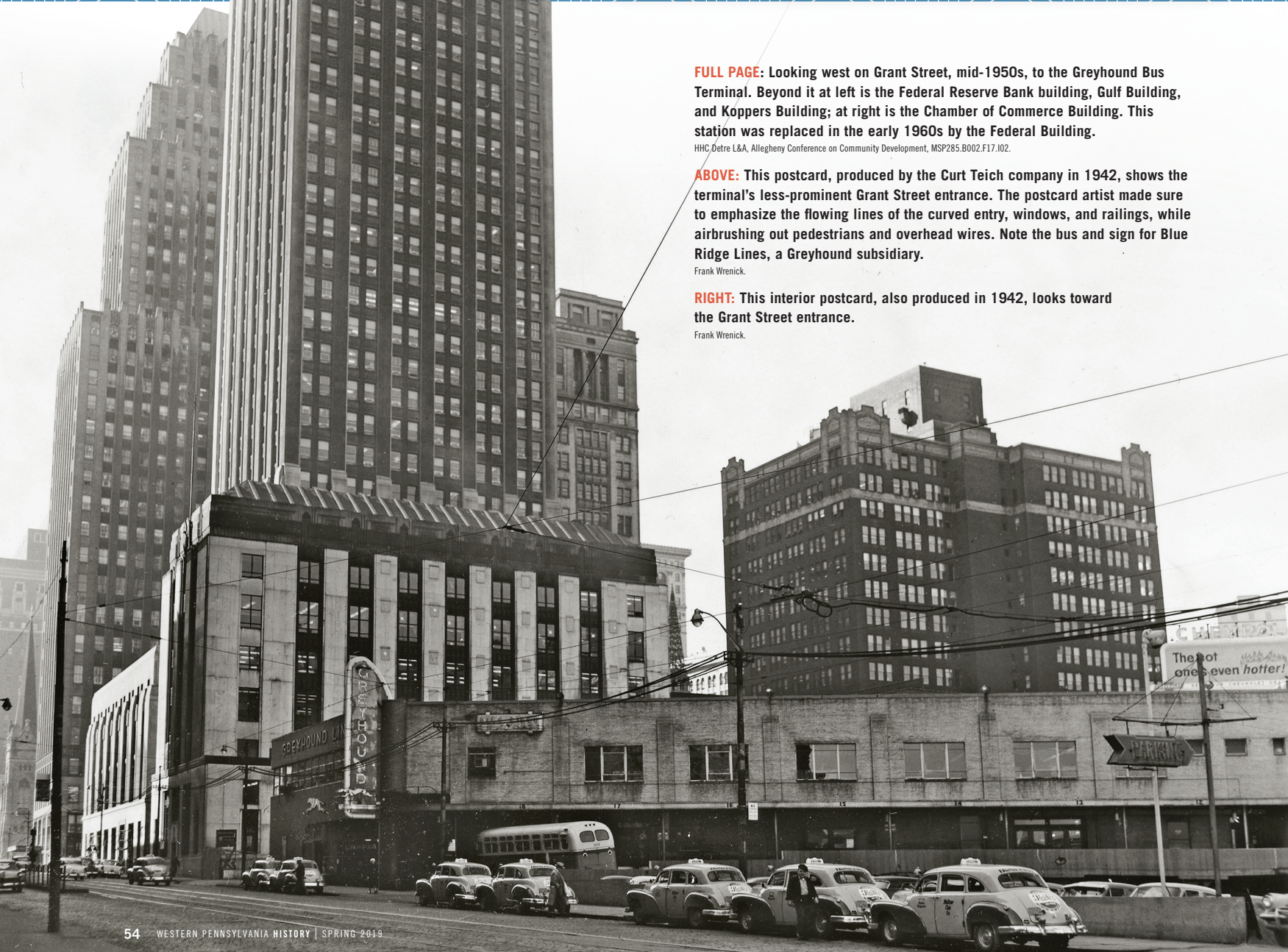
HHC Detre L&A, Allegheny Conference on Community Development, MSP285.B002.F17.I02.

ABOVE: This postcard, produced by the Curt Teich company in 1942, shows the terminal's less-prominent Grant Street entrance. The postcard artist made sure to emphasize the flowing lines of the curved entry, windows, and railings, while airbrushing out pedestrians and overhead wires. Note the bus and sign for Blue Ridge Lines, a Greyhound subsidiary.

Frank Wrenick.

RIGHT: This interior postcard, also produced in 1942, looks toward the Grant Street entrance.

Frank Wrenick.





Greyhound began applying streamline design in the early 1930s to its buses and buildings, again outpacing the railroads, which were burdened with dark, Victorian stations.



transcontinental route and needed a station to match its importance.²⁷

PITTSBURGH AND THE RISE OF TERMINALS

Pittsburgh, like most cities, had a hodgepodge of bus depots by the 1920s, small and informal, crammed into places like drug stores and pool halls. Even Greyhound served its customers from a storefront at 969 Liberty Avenue. A few doors down, travelers found the Great Eastern System, and across the street from that sat Safeway/National Trailways Bus System—each of them crowding the street with idling buses around the clock.

When PRR's subsidiary acquired a 50 percent interest in Greyhound Lines in 1929, the company ordered 17 new buses for its Pittsburgh-Philadelphia route.²⁸ To service the growing fleet, a block-long garage was built at 1000 Columbus (now California) Avenue on the North Side.²⁹ To accommodate the increase in passengers, the Hotel Lafayette at 1010 Liberty Avenue was purchased and remodeled into a bus terminal. Opened on May 30, 1929, amenities included a spacious waiting room, lady's parlor, telegraph office, barber shop, and restaurant.

The Lafayette had been at the corner of Liberty and "new" Grant. When Grant was

restored in the late '20s, this left an open lot next to the hotel that was used for parking. When Greyhound moved in, that became its loading area, taking waiting buses off the street.³⁰ The new station was advertised as "facing the Pennsylvania Railroad Station"—the PRR hoped that bus passengers might bus into town then cross the street to choose sleeper trains for longer or overnight trips.³¹

Some cities had also begun building centralized bus stations, borrowing the term railroads used—"union"—to indicate they served multiple bus companies.³² The main advantage of consolidated hubs was eliminating congestion from on-street parking and loading of buses. They also could offer more than just a place to stand and board: centralized locations provided 24-hour access and repair facilities for multiple lines. Travelers were happy to have amenities like restrooms and comfortable seating, while minor bus companies were glad to partake in the benefits of a shared terminal. Greyhound, wanting more control, and perhaps resenting the small companies taking advantage, set out to build its own terminals. That sounds simple enough today, but in the 1930s, this was truly a new field of architecture and design.³³

Greyhound began applying streamline design in the early 1930s to its buses and

buildings, again outpacing the railroads, which were burdened with dark, Victorian stations. The company employed some local architects, but for much of its work east of the Mississippi, it turned to Thomas W. Lamb & Associates of New York. Lamb had gained renown for designing exotic movie palaces in the 1910s; he applied his talent for themed environments to creating futuristic bus stations.

One of Lamb's greatest commissions came in 1935: New York City's Greyhound station. One writer described the art moderne terminal as "a swing-era reproach to the fusty grandeur of Penn Station across the street. The 33rd Street facade was plain, but Lamb put a showy rounded corner on the busy 34th Street side and faced the entire front with enameled steel panels in glossy blue, the company's trademark color since the 1920s."³⁴

Later that year, when Greyhound planned a new terminal in Louisville, local architect William Arrasmith proposed creating the streamline style by applying porcelain-enamel paneling on a massive scale. Neither the style nor the panels were unique, but the combination of colors, contours, and facing made it the most glistening design, yet the building layout was actually *more* functional.³⁵ Greyhound chose his design over all others, including its leading commission architect,

Esther Bubley, photographed in 1944 by John Vachon, who like Bubley, had been working for the OWI.

Ann Vachon.



Lamb. Arrasmith was made sole architect, foregoing the usual oversight.³⁶

Greyhound was so pleased with the completed Louisville station that it made Arrasmith its consultant architect, meaning all aspects of all depots required his approval. He was widely praised by Lamb, who remained the leading outside architect, though it must have been hard for Lamb to suddenly work in the upstart's shadow.³⁷

PITTSBURGH'S STREAMLINED STATION

With the company and industry growing so quickly, it was obvious that Pittsburgh needed a larger, legitimate station, and the land around Greyhound's hotel-turned-depot was perfect for the new terminal. To allow for construction, in May 1936, the depot moved to temporary

quarters in PRR offices across from the Fort Pitt Hotel (now a Jimmy John's storefront in the David L. Lawrence Convention Center).³⁸

Drawings show that Lamb designed it, and although it looks modern and innovative, the exterior was businesslike; there were streamline touches but not done in an overall cohesive package. Worse for Lamb, his firm stumbled with a terminal it designed for Hartford, Connecticut—on dedication day, the ceremonial first bus got wedged in the building's too-tight entryway. Lamb would never work for Greyhound again.³⁹

Arrasmith, meanwhile, designed stations in 1937-38 for Bowling Green, Ky.; Jackson, Miss.; Fort Wayne, Ind.; and Binghamton, N.Y. He did several more before and after World War II (including, in 1946, his firm renovated

Pittsburgh's nine-year-old terminal).⁴⁰

Back in 1936, work on the Pittsburgh station started that September and was expected to take a year and a half, but the building was move-in-ready after six months at a total cost of \$300,000. The terminal opened on Saturday, March 13, 1937.⁴¹ Ads declared, "this new travel center is as modern as the streamlined Greyhound Cruisers themselves."⁴² A couple of photographs captured the station's main entrance facing Liberty Avenue, but it only somewhat resembled the streamlined deco masterpiece in newspaper ads.

Busess entered and departed from Grant Street using a ramp that circled the building, with nine sawtooth slots for loading and unloading. Despite Greyhound hoping to be the sole operator, 15 other companies used the terminal too, from Penn-Niagara to Somerset Bus Line.⁴³ Blue Ridge Bus Lines alone ran more than 100 buses from it daily, with routes from Ohio to Washington, D.C., plus suburban service to towns like Avella and Verona.⁴⁴ The station was hopping with 320 buses arriving and departing daily, an average of one every 4-1/2 minutes (obviously higher during daylight hours).⁴⁵

The building was made of reinforced concrete on structural steel, two floors and a basement, 182 feet deep and 53 feet wide at its center. The two entrances were covered in blue-face brick, with blue-cast stone for the coping. The sides were stuccoed above the canopy, with Kittanning brick below. Interior walls were canary yellow, cinnamon brown, and tan, with a ceiling of bluish gray. Woodwork was made of black walnut. Except for the restaurant's tile, the rest of the floors were all terrazzo.⁴⁶

The Liberty Avenue side rose three stories, but only two levels faced Grant Street. The Liberty entrance opened into the basement, which had a lobby, barber shop, tailor shop, two stores, storage room, parking office, drivers' lounge, and porters' room. Stairs ascended to the main waiting room where customers found six ticket windows, information desk, baggage

8432953



The waiting room at Pittsburgh's Greyhound bus terminal. At top is the Grant Street entrance, lunch room, and newsstand.

LoC 8d32953, photo by Esther Bubley, 1943 ("killed" image).

OWI-36948-E



Pittsburgh office staff managing a card system that lists parts in the Greyhound garage. These were all taken during Bubley's visit in September 1943.

LoC 8d32775, photo by Esther Bubley, 1943.



The stairway at far right descended to the Liberty Avenue entrance, while the stairway above led to a lounge and restrooms. The door at far left goes out to the loading platform, likely Gate 2.

LoC 8d32940, photo by Esther Bubley, 1943 ("killed" image).



Moving soldiers became a crucial part of Greyhound's business. These passengers are checking their bags at Pittsburgh.

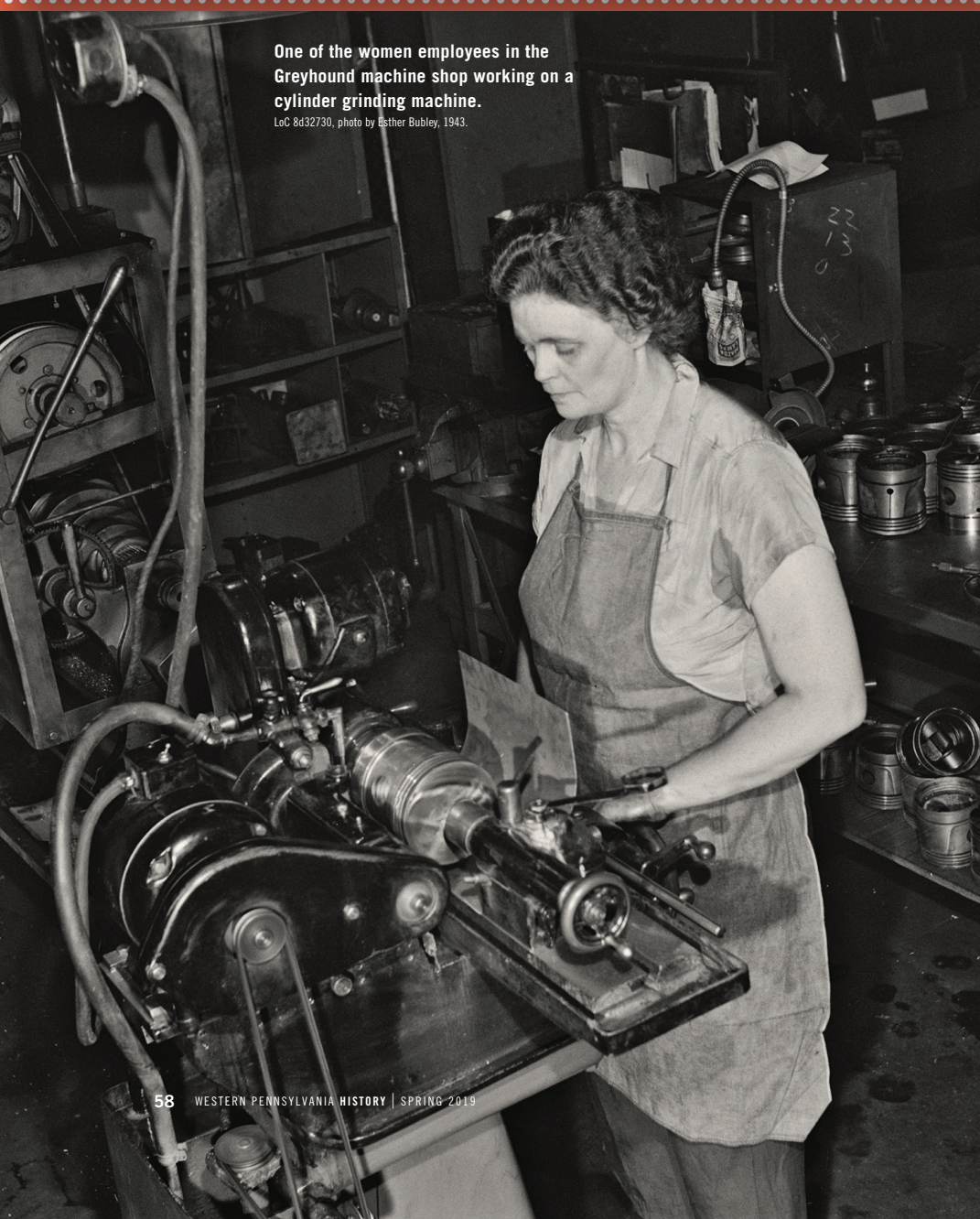
LoC 8d32832, photo by Esther Bubley, 1943.

OWI-37105-E



Bus driver lounge, in the basement of the station.

LoC 8d32887, photo by Esther Bubley, 1943
("killed" image).



One of the women employees in the Greyhound machine shop working on a cylinder grinding machine.

LoC 8d32730, photo by Esther Bubley, 1943.

and parcel check, travel bureau, dispatcher's office, and restaurant.

The mezzanine level up top held offices, restrooms with showers, and private dressing rooms for the public.⁴⁷

BUBLEY TAKES THE BUS

The Farm Security Administration (FSA, 1935-1944) and Office of War Information (OWI, 1942-1943) hired American photographers to travel and photograph New Deal programs. It was the golden age of photojournalism, when daily newspapers still ran grainy photos, but television had yet to take hold. Instead, magazines like *Time* and *Life* brought these images into American households.

The OWI's photographic section was headed by the legendary Roy Stryker, who had been transferred over from the FSA along with most of its photographers. Esther Bubley was a latecomer to the government-funded photography projects, being just a schoolgirl when they started.⁴⁸ Her career was launched in the fall of 1942 when Roy Stryker hired her as a darkroom assistant at the OWI. With his encouragement, she began photographing around Washington, D.C., and shortly after, he sent her on assignment to educate the public at home and abroad about the war and the effects of rationing. Americans were being asked to drive less to preserve both fuel and tires.⁴⁹ Esther didn't drive, so she gladly accepted an assignment to travel cross-country by bus for a month.⁵⁰

Bubley rode Greyhound buses to Pittsburgh, Columbus, Cincinnati, Indianapolis, Chicago, Louisville, Memphis, Chattanooga, Knoxville, and back to Washington, D.C. She captured some of the landscape but overwhelmingly focused on people: passengers on board and bored in the waiting room, drivers, workers with baggage, and mechanics at the North Side garage, both men and women.⁵¹ Her photos from Pittsburgh are among the only ones known of the station and its features.

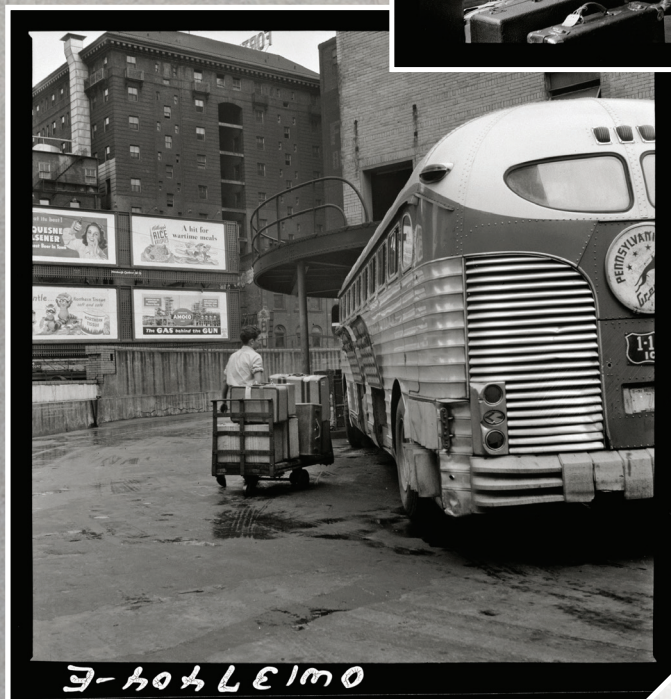
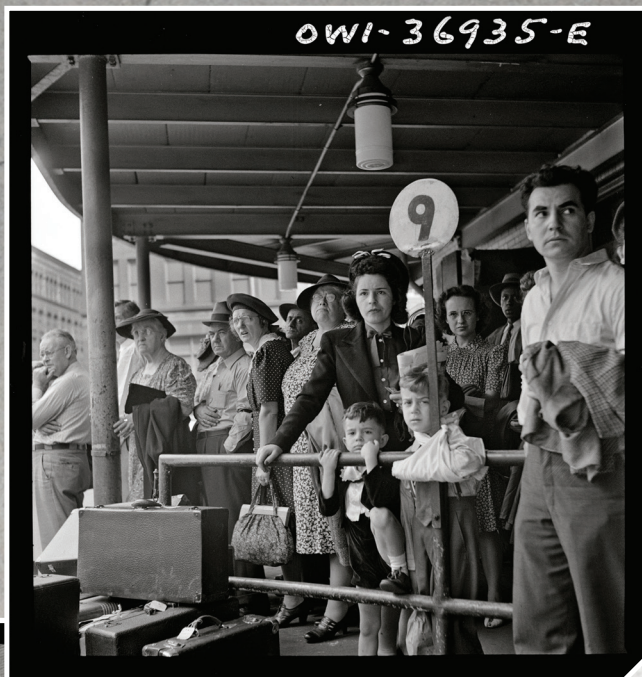
Just weeks after her trip, Stryker left

Passengers waiting for a bus to pull up to the loading platform.

LoC 8d32762, photo by Esther Bubley, 1943.

Loading suitcases at platform 9. The billboards are across the street on Liberty Avenue, and note the "BUS" sign near his forehead denoting the depot for Safeway Trails, part of the National Trailways systems.

LoC 8d33007, photo by Esther Bubley, 1943 ("killed" image).



"Your pictures are wonderful," a *Life* picture editor told Bubley, "but you just don't have a *Life* personality."

more difficult to break into: "Your pictures are wonderful," *Life* picture editor Ray Mackland told her, "but you just don't have a *Life* personality." Bubley was quiet and unassuming, interested in common people, while *Life* staffers "had a reputation of being 'tall, square-jawed, racket-toting Ivy Leaguers' who were aligned with the power-elite"—that is, men.⁵³ She couldn't break into the famous photojournalism magazine until she won third prize in a *Life*-sponsored photo contest; only then did she become

for photojournalists was in steady decline as consumers turned to television for their news and entertainment.⁵⁵

Pittsburgh's Greyhound terminal had lost its luster too; in 1959, a new station was built on 11th Street facing the old station, which was replaced by the William S. Moorhead Federal Building.⁵⁶ The new \$4 million Greyhound depot could serve 21 buses simultaneously and had a parking garage attached.⁵⁷ Still, dreams for an even-better station brought its demise too in 2008 when it was replaced by a similar-looking building and parking garage. It was to be a multi-modal transportation nexus that would "brighten a dismal corner of downtown with a stylish building,"⁵⁸ but a decade later, it is undeniably shabby, nary an air of luxury or sophistication.



These and other Esther Bubley photos are among the more than 107,000 prints in the Farm Security Administration/Office of War Information Photograph Collection at the Library of Congress, available at www.loc.gov/pictures/collection/fsa/.

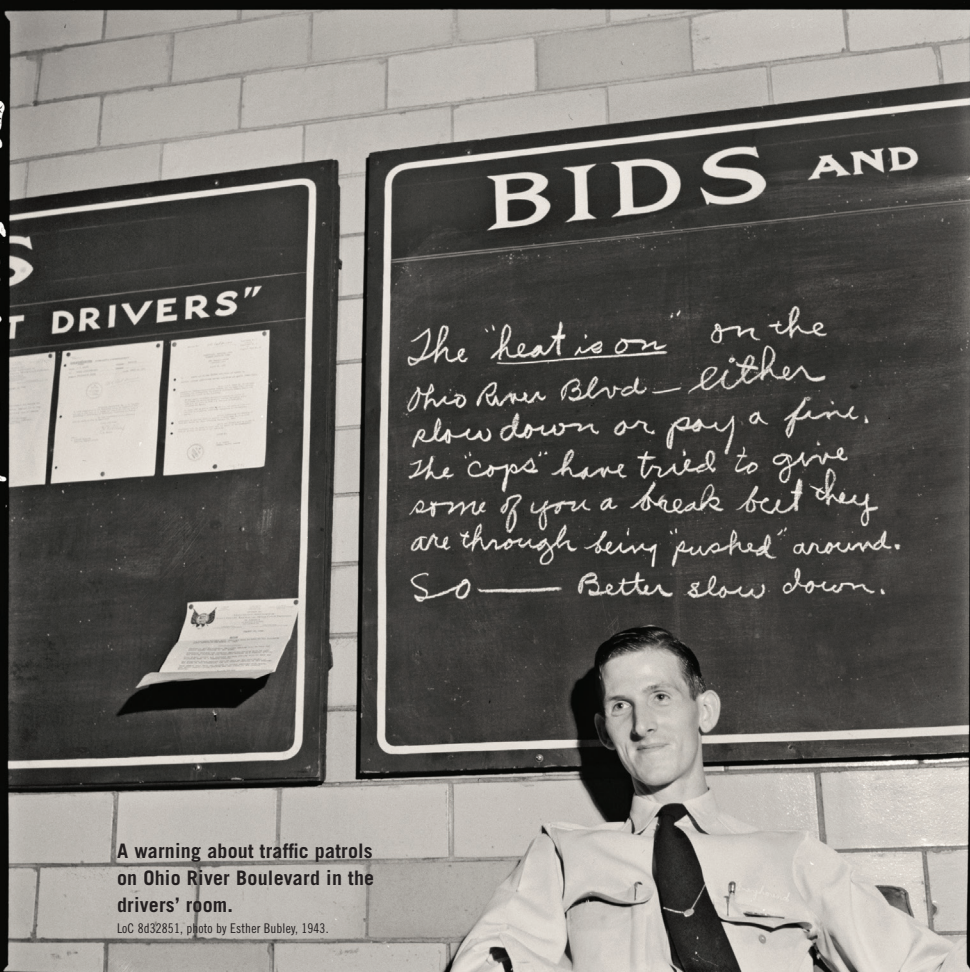
Look for Brian's feature on Esther Bubley's bus trip in the Spring 2019 issue of *Pennsylvania Heritage* magazine, available from the Pennsylvania Museum and Historical Commission at shoppaheritage.com.

the government to set up a public relations project for Standard Oil Company of New Jersey (SONJ). He hired many OWI photographers, including Bubley (who would do another bus series for him in 1947) and now-well-known names like Gordon Parks and John Vachon. Bubley also worked for magazines such as *Ladies Home Journal*; a Library of Congress retrospective explained, "she focused on the return of women to the home, exploring not only their domestic activities but also their emotional adjustments."⁵²

Life magazine, however, proved

a regular contributor, eventually selling them 40 photo essays, two of those for the cover.

Stryker moved from SONJ to the University of Pittsburgh to establish a photographic project. In 1951, he hired Bubley to document Children's Hospital, and the following year, prestigious museum curator Edward Steichen featured her Pittsburgh photos in the celebrated *Diogenes With a Camera* series at The Museum of Modern Art. She would travel the world, selling her work to all the major magazines, capturing photos of everyone from high-school dropouts to Albert Einstein.⁵⁴ By the 1960s, however, demand



A warning about traffic patrols on Ohio River Boulevard in the drivers' room.

LoC 8d32851, photo by Esther Bubley, 1943.

¹ "Gulf Building to be the Highest," *Pittsburgh Press*, January 11, 1931, p. 44.

² "P.R.R. Anxious to Start Huge Local Project: \$15,000,000 Improvement Awaits Formal City Action," *Pittsburgh Post-Gazette*, May 25, 1925, p. 17. Also see "Grant St. Station to be Abandoned," *Pittsburgh Daily Post*, May 28, 1925, p. 16.

³ "A Hope Dispelled," *Pittsburgh Post-Gazette*, May 12, 1886, p. 3.

⁴ "Volcanoes Turned Loose," *Pittsburgh Daily Post*, March 29, 1888, p. 3. Decades earlier, another transit system plied this same block: the aqueduct of the Pennsylvania Canal making its way from the Allegheny to the Monongahela River.

⁵ "Widening Cherry Alley," *Pittsburgh Daily Post*, June 16, 1887, p. 2.

⁶ Scuttlebutt at the time said that New Grant Street was on Schenley property and was liable to be closed by heirs, but the railroad had bought the property many years earlier, per "The P.R.R. Bought It," *Post-Gazette*, October 11, 1887, p. 2.

⁷ The station was also known as the Panhandle Freight Station, the name derived from a PRR subsidiary that crossed the panhandle of West Virginia.

⁸ "New Grant Street Again," *Pittsburgh Press*, January 16, 1888, p. 8.

⁹ "P.R.R. Moves to Spend Millions Here," *Pittsburgh Press*, November 20, 1922, p. 1-2.

¹⁰ "City Planners Propose Many Changes Here in Rail Routes," *Pittsburgh Post-Gazette*, March 10, 1924, p. 1. The plan was to build a new, larger station at

the site of the old Schoenberger steel and wire mills between 14th-16th Streets.

¹¹ "P.R.R. \$15,000,000 Program Described," *Pittsburgh Sunday Post*, June 14, 1925, p. 43; "P.R.R. Anxious to Start Huge Local Project: \$15,000,000 Improvement Awaits Formal City Action," *Pittsburgh Post-Gazette*, May 25, 1925, p. 17. Also see "Grant St. Station to be Abandoned," *Pittsburgh Daily Post*, May 28, 1925, p. 16.

¹² "P.R.R. to Start Big Downtown Improvement Work Monday," *Pittsburgh Daily Post*, June 19, 1925, p. 2; "To Raze Pennsylvania Freight Station Monday," *Pittsburgh Post-Gazette*, June 19, 1925, p. 9.

¹³ "Plans to Vacate Freight Station," *Pittsburgh Daily Post*, November 20, 1926. According to "Panhandle Station Will be Abandoned," *Pittsburgh Daily Post*, November 24, 1926, only then was the station to be abandoned, with work transferred two blocks away to the Penn Avenue Freight Station at Penn and 11th Street. The deed, taken over by the government, provided that the site be cleared by January 11, 1927; "Panhandle Station Being Demolished," *Pittsburgh Daily Post*, January 12, 1927, p. 4.

¹⁴ Learn more at www.druryhotels.com/content/historic-renovations-pittsburgh, acc. June 24, 2018. "Cleveland architecture firm Walker and Weeks designed the original Art Deco seven-story building, which opened in 1931 and features a Georgia marble building cover. A Pittsburgh architect, William York Cocken, added a 10-story addition in 1956, which is clad in limestone."

¹⁵ "Oil Co. Plans Big Building," *Pittsburgh Post-Gazette*, February 28, 1929, p. 22; "Reserve Bank

Contract Let," *Pittsburgh Post-Gazette*, October 25, 1930, p. 19.

¹⁶ "The Postoffice Question Again," *Pittsburgh Press*, March 30, 1917, p. 26.

¹⁷ Franklin Toker, *Buildings of Pittsburgh* (Charlottesville: University of Virginia Press, 2007), p. 36-38. Also see *Exploring Pittsburgh: A Downtown Walking Tour* (Pittsburgh: PHLF, 2018), p. 27-34.

¹⁸ "Federal Bank Site Sought," *Pittsburgh Post-Gazette*, January 4, 1930, p. 2.

¹⁹ Lu Donnelly, "Architecture Around Us: Pittsburgh's Federal Post Office, Courthouse and So Forth," *Western Pennsylvania History*, Fall 2006, p. 6-7. The building underwent a \$73 million retro-fitting around 2004. It is now known as Joseph F. Weis Jr. United States Courthouse.

²⁰ Theodore A. Huntley, "New Post Office Here To Be Begun in 1929," *Pittsburgh Post-Gazette*, December 30, 1927, p. 1, 5. The \$5 million project, which replaced the old Federal building and post office on Smithfield Street, was one of the first big projects financed from \$100 million authorized by Congress for public buildings outside the Capitol. The Pennsylvania Railroad spent \$80,000 to clear the site and have it ready for March 1931, including relocating the Panhandle tracks, per "Orders Work on Post Office," *Pittsburgh Post-Gazette*, February 7, 1931, p. 17. The Post Office closed and moved in 2014, and the building was renamed the next year for decorated WWII veteran and Federal appellate judge Joseph F. Weis Jr., per Louise King Sturgess, ed., *Exploring Pittsburgh: A Downtown Walking Tour* (Pittsburgh: PHLF, 2018 p. 27.).

²¹ "When the Railroads Took the Bus," blog post on *Streamliner Memories*, Sept. 22, 2013, at <http://streamlinermemories.info/?p=3785>.

²² "Greyhound's Rise Called American Industrial Saga," *Pittsburgh Post-Gazette*, March 13, 1936, p. 10.

²³ Jeffrey L. Meikle, *Postcard America: Curt Teich and the Imaging of a Nation, 1931-1950* (Austin: University of Texas Press, 2016), 266-267.

²⁴ Foreword by Richard Longstreth in Frank E. Wrenick, *The Streamline Era Greyhound Terminals: The Architecture of W.S. Arrasmith* (Jefferson, N.C.: McFarland, 2007), p. 2.

²⁵ Wrenick, 99-100.

²⁶ "Greyhound's Rise Called American Industrial Saga," *Pittsburgh Post-Gazette*, March 13, 1937, p. 10.

²⁷ "Bus Riding Popular," *Pittsburgh Press*, June 17, 1928, p. 21.

²⁸ "Bus Systems Control Gained by Railroad," *Pittsburgh Post-Gazette*, May 15, 1929, p. 1; "P.R.R. Confirms Bus Line Deal," *Pittsburgh Press*, June 7, 1929, p. 1.

²⁹ "Build Garage For Bus Lines," *Pittsburgh Post-Gazette*, May 28, 1930, p. 11. The site was bounded by Kirkbride, Ives, and St. Marks Streets; the building is extant.

³⁰ Ad, "A New Bus Station in Pittsburgh for Greyhound Lines," *Pittsburgh Press*, May 29, 1929, p. 17.

³¹ Ad, Cross State Local Bus Service," *Pittsburgh Press*, June 10, 1929, p. 14.

³² Pittsburgh's Pennsylvania Station started as Union Station but was renamed in 1912 since it only carried subsidiaries of the PRR and not competitors.



In 1959, Pittsburgh's streamlined bus station was replaced by this larger depot across the intersection, itself replaced by the current station in 2008.

Frank Wrenick.

³³ Wrenick, p. 103-105.

³⁴ Christopher Gray, "A Bus Terminal, Overshadowed and Unmourned," *New York Times*, November 3, 2011.

³⁵ Wrenick, p. 109.

³⁶ Wrenick, p. 49-50.

³⁷ Wrenick, p. 53.

³⁸ "Buses Maintain Service, Claimed," *Pittsburgh Post-Gazette*, August 21, 1936, p. 15. Part of Columbus Avenue was renamed California c. 1935.

³⁹ Wrenick, p. 56.

⁴⁰ Wrenick, p. 172.

⁴¹ "Open Greyhound Terminal Tomorrow," *Pittsburgh Post-Gazette*, March 12, 1937, p. 13.

⁴² "Of Course" ad, *Pittsburgh Post-Gazette*, March 15, 1937, p. 6.

⁴³ "Bus Terminal Open Saturday," *Pittsburgh Press*, March 11, 1937, p. 22. "Greyhound Opens \$300,000 Bus Terminal Today," *Pittsburgh Post-Gazette*, March 13, 1936, p. 10.

⁴⁴ Ad, Blue Ridge Lines, *Pittsburgh Post-Gazette*, March 13, 1937, p. 11.

⁴⁵ "Greyhound Opens \$300,000 Bus Terminal Today," *Pittsburgh Post-Gazette*, March 13, 1936, p. 10.

⁴⁶ Manfred Burleigh and Charles M. Adams, eds., *Modern Bus Terminals and Post Houses* (Ypsilanti, Mich.: University Lithoprinters, 1941), p. 91, original from University of Michigan, online at hathitrust.org. For many more blueprints and descriptions, see *American Locker Company, Railroad and Bus Terminal and Station Layout* (Boston: American Locker Company, 1945), online at <https://archive.org/details/RailroadAndBusTerminalAndStationLayoutByTheAmericanLockerCompany>

⁴⁷ "Public is Given Chance to View Travel Facility," *Pittsburgh Post-Gazette*, March 13, 1937, p. 10.

⁴⁸ Introduction to the Esther Bubley Photography Archive at www.estherbubley.com/story_info.html.

⁴⁹ Rian Dundon, "This woman's portraits of wartime Greyhound passengers reveal faces of fatigue and resolve," September 11, 2017, at <https://timeline.com/this-womans-portraits-of-wartime-greyhound-passengers-reveal-faces-of-fatigue-and-resolve-2ebdf3b44edd/>.

⁵⁰ Library of Congress, Melissa Fay Greene, intro., *The Photographs of Esther Bubley* (London: Giles, 2010), p. viii-xiii. Also see "Cross-Country Bus Trip: Esther Bubley" in Carl Fleischhauer and Beverly W. Brannan, eds., *Documenting America, 1935-1943* (Berkeley: University of California Press, 1988), p. 312-314.

⁵¹ The collection of 94 photographs is Lot 882, Farm Security Administration-Office of War Information photograph collection at the Library of Congress, LCCN 2002708960, available as a collection at www.loc.gov/search/?fa=partof:lot+882.

⁵² Bubley personal info at www.loc.gov/rr/print/coll/womphotoj/bubleypers.html.

⁵³ Bubley bio at www.loc.gov/rr/print/coll/womphotoj/bubleintro.html.

⁵⁴ Greene, p. viii-xiii.

⁵⁵ Bonnie Yochelson, Biography of Esther Bubley at www.estherbubley.com/bio_frame_set.htm.

⁵⁶ Pittsburgh got a Union Station in 1947 for suburban bus service at Smithfield Street and First Avenue; it lasted less than 5 years. See "Gala Celebration Free to Public," *Pittsburgh Sun-Telegraph*, April 18, 1947; and "Union Bus Terminal Closes Doors," *Pittsburgh Press*, January 21, 1952.

⁵⁷ Wrenick, p. 169, and "Greyhound's New Look," *Pittsburgh Sun-Telegraph*, June 25, 1959, p. 29.

⁵⁸ Greyhound, City Plan New Terminal," *Tribune-Review*, February 22, 2003.