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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 Bulls Gap Historic District
other names/site number NA

2. Location

street & number Primarily along S. Main St., includes Church, McGregor, NA not for publication
city, town Bulls Gap Price and Mill Sts. NA vicinity
state Tennessee code TN county Hawkins code TNO73 zip code 37711

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>48</u>	<u>8</u> buildings
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>0</u>	<u>1</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>8</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>56</u>	<u>9</u> Total

Name of related multiple property listing: NA

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.

Herbert E. Boyer 6/9/87
Signature of certifying official Date
Deputy State Historic Preservation Officer, Tennessee Historical Commission
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. Amy Schlager 7/30/87
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC: single dwellingCOMMERCE/TRADE: department storeTRANSPORTATION: rail-relatedTRANSPORTATION: road-relatedDOMESTIC: hotel COMMERCE/TRADE: specialtystore

Current Functions (enter categories from instructions)

DOMESTIC: single dwellingCOMMERCE/TRADE: specialty storeTRANSPORTATION: road-relatedDOMESTIC: multiple dwellingVACANT/NOT IN USE

7. Description

Architectural Classification

(enter categories from instructions)

Other: vernacular late 19th Century and
early 20th Century, Commercial
style, Queen Anne, Bungalow

Materials (enter categories from instructions)

foundation brick; concrete; stonewalls wood: weatherboard; brick; concrete
synthetics; asbestos, stuccoroof metal: tin; asphaltother wood porches; wood trim

Describe present and historic physical appearance.

The Bulls Gap Historic District is located in the rural community of Bulls Gap (population 800) in the southeastern corner of Hawkins County in East Tennessee. The town of Bulls Gap is located near a pass or "gap" in Bays Mountain and is built among the hills. There are two distinct areas to the town: the old town center built along the railroad tracks and the newer town center built along U. S. Highway 11E and State Route 66. The old business center and surrounding residential area compose the Bulls Gap Historic District.

Two major rail lines pass through the Town of Bulls Gap, one running in a northeasterly-southwesterly direction and the other in a northwesterly-southeasterly direction. The two lines are connected by a number of spur lines that form a triangular area. The commercial section of old Bulls Gap is centered along this triangular area. The northernmost connector (Knoxville-Rogersville line) is located in a deep, narrow channel that runs below street level through most of the district. This track is spanned by two wood trestle highway bridges, one on South Main and the other on McGregor Street (#'s 11 & 18).

The majority of the resources in the district are located along South Main Street, a long winding road that runs primarily in a north-south direction. The northernmost end of South Main Street begins at State Highway 11E and continues downhill. The northern end of South Main Street is primarily residential and the residential section extends a short way beyond the bridge until the second major turn in the road. At this point the commercial area begins with several store buildings centered around the tracks and the site of the former depot. After South Main Street crosses the tracks and Church Street, the district once again becomes residential.

The majority of resources in the Bulls Gap Historic District were built between 1858 and 1937 and include several single-family and multi-family dwellings, commercial buildings, two churches, three concrete water towers, and two bridges. Residential buildings are primarily one and two story, frame structures with weatherboard siding, gable roofs, and front porches predominating. Architectural styles include Queen Anne, Bungalow, and a wide variety of late nineteenth and early twentieth century vernacular houses with Queen Anne, Colonial, or Classical Revival detailing. The earliest houses in the district are primarily two-story

See continuation sheet

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frame houses with an I-house plan with a rear ell, gable roof, one-story front porch and have little or no decorative features (#'s 1, 6 & 9). The district also contains several one-story cottages with Queen Anne details built in the 1890s; those houses have decorative bargeboard in the gable ends, decorative pointed arch attic vents, and wrap around porches (#'s 16 & 25). Several of the cottages have had later porch alterations with bungalow style porch supports. Houses in the district built around the turn of the century include a wide variety of vernacular houses. Most are one-and-one-half to two-stories with Queen Anne massing and decorative elements prevailing; some of these houses have Classical or Colonial Revival detailing (#'s 2, 13, 19 & 20). Simple bungalows are the predominating house style among the houses built after 1915 (#'s 14, 15 & 17).

Commercial Buildings in the district are primarily two-story vernacular style commercial buildings constructed of brick, with storefront display windows and entrances on the first story. The earliest extant commercial building, the York Quillen Store (#22), is of frame construction sheathed with tin. Two of the commercial structures (#'s 21 & 23) are of concrete block construction. Almost all of the commercial buildings have porches; two have shed roof porches on the first story only and several have two-story porches with the second story porch serving the residential portion of the building. Decorative features of the commercial buildings are confined to brick corbeling, window treatment, and the front porches.

The two churches in the district are somewhat similar in form. Both have gable roofs flanked by crenelated towers with one tower slightly taller than the others. The Baptist Church (#12) contains more decorative features with brick corbeling, louvered vent covers, and round arches over the original entryways, than the later built Methodist Church (#4). Both churches have stained glass windows and appear to be a simplified vernacular interpretation of late Gothic Revival Church architecture.

The district also contains a variety of structures, most of which are related to the railroad. Structures included within the district include three, round concrete water tanks (#'s 3, 5, & 40), two of which were built by the railroad and two bridges spanning the railroad tracks. Other structures included within the district include two concrete block, two-story structures believed to be individual water storage buildings.

Forty-eight buildings and eight structures are considered as contributing resources to the Bulls Gap Historic District. Contributing buildings include twenty-two residences, two churches, ten commercial buildings, and fourteen outbuildings. Contributing structures include three water

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towers, two bridges, and three outbuildings. Two residences, six outbuildings, and the railroad yards are non-contributing resources. Very few intrusions are included within the Bulls Gap Historic District and most of the non-contributing resources are less than fifty years old. The residential and commercial buildings, the narrow curving road, and the railroad related structures all retain this integrity and reflect the growth of Bulls Gap as an early rail-related town.

Contributing resources (C) are significant to the historic and architectural development of the district, possess compatible design elements, and maintain the scale and use of the district. Non-contributing resources (NC) have little or no architectural significance or integrity or do not fall within the period of significance of the district. The architectural survey of the district was completed by Claudette Stager and Elizabeth A. Straw of the Tennessee Historical Commission.

INVENTORY

1. 105 Church Street. Parley Quillen Residence. c. 1880, vernacular, two-story frame, brick foundation, weatherboard siding, asphalt gable roof, T-plan, 3 pargeted chimneys, 2/2 sash, single leaf entry with sidelights and three-light transom, full front porch with hip roof, tapered wood posts, and brick piers, rear one-story frame addition, stone retaining wall. (C)

Outbuildings: 1 c. 1910, two-story concrete block structure (C); 1 c. 1910, one-story frame, weatherboarded garage (C).

2. 109 Church Street. Residence (Dr. Marshall). c. 1895, Queen Anne, one-and-one-half-story frame, brick foundation, aluminum siding, tin shingled gable roof, irregular plan with rear addition, single leaf entry with glass & wood door and sidelights and transom, wrap around porch with Tuscan columns and plain balustrade, round corner with octagonal tower topped with finial & cresting on porch roof, concrete block retaining wall. (C)

Outbuilding: 1 c. 1910 frame garage. (C)

3. Church Street. Southern Railway Co. Water Tower. c. 1920, one-story, round, poured concrete. (C)

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4. 115 Church Street. Methodist Church. 1931, vernacular, one-story on raised basement, brick foundation, brick siding with glazed brick trim, asphalt gable roof, rectangular plan, 2 square towers flank raised double leaf entrance with transom, single leaf entrances located in towers, modern gable roof enclosure shelters entry, stained glass windows, cornerstone states built in 1931, established in 1883. (C)
5. Church Street. Southern Railway Co. Water Tower. c. 1910, over two-stories, round poured concrete, flat roof, open doorway with poured "jack arch" lintel, two small openings, two rows of large dentils circumscribed tower-one over entry and one near top. (C)
6. 121 Church Street. McCullough Residence, (J. W. Blackburn House). c. 1870, vernacular, two-story frame, brick foundation, asbestos siding, asphalt gable roof, T-plan, 1 brick chimney, 3/1 vertical sash, single leaf wood entrance with sidelights and transom on first story, single leaf wood entrance on second story, full front porch with shed roof, Doric columns, exposed purlins. (C)

Outbuildings: 1 c.1930 concrete block storage shed with attached carport (C); 3 c. 1900 small frame barns (C), 1 c. 1920 frame privy (C).

7. 124 Church Street. Residence. (Miller House) c. 1920, vernacular, one-story frame on raised basement, concrete block foundation, aluminum siding, asphalt gable roof, rectangular plan, 2 brick chimneys, 2 side porches; 1 open porch with turned posts and 1 screened porch with square columns. (NC)
8. 125 Church Street. Residence. c. 1925, vernacular. One-and-one-half-story frame, brick foundation, aluminum siding, asphalt shingle jerkinhead roof, rectangular plan with one-story rear addition, brick chimney, 3/1 sash, shed roof porch with square columns, single leaf modern entry. (C)

Outbuilding: 1 c. 1960 one-story frame garage (NC).

9. 119 McGregor Street. Duplex. c. 1900, vernacular, two-story frame, brick foundation, weatherboard siding, tin standing seam gable roof, T-plan, 1/1 sash, two glass and wood doors with wood screen doors, wrap around porch with turned posts, side porch, wide frieze and cornerboards. (C).

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10. 120 McGregor Street. York Quillen Warehouse. c. 1910, vernacular commercial, one-story with raised basement, brick foundation, brick walls with two sizes brick, tin standing seam parapet roof, L-shape built in two stages, tie rods, 3 large warehouse doors: 1 double leaf diagonal board, 1 sliding double leaf diagonal board, and 1 single leaf vertical board, loopholes on southwest wall. (C)
11. McGregor Street. Bridge. c. 1935, wood trestle, wood substructure, asphalt deck, wood guardrail. (C)
12. 121 McGregor Street. First Baptist Church. c. 1925, vernacular Gothic, one-story on raised basement with two-story classroom addition, concrete block foundation, brick walls, asphalt shingle gable roof with hipped roof apse, paired stained glass windows, raised round arched entryway with keystone, two-story tower and one-and-one-half-story tower with corbeled false vents and panels, louvered vents, battlements, stone caps, gable end has corbeled arcaded panels, exposed purlins, classroom addition added to gable end. (C)

Outbuildings: 1 c. 1970 one-story frame garage (NC); 1 shed.

13. 110 South Main Street. Dr. Pennington Residence. c. 1905, Classical Revival/Queen Anne, two-and-one-half-story frame, brick foundation, aluminum siding, asphalt shingle gable roof, irregular plan with two rear additions, 2 chimneys, 6/9 sash - some paired, canted door and window on southwest corner with spindle trim, dentiled window lintels with keystones, pent roof gables, wrap around porch with square columns, diamond window. (C)

Outbuildings: 1 c. 1915 two-story concrete block structure with hip roof (C); 1 c. 1970 one-story concrete block garage (NC).

14. 111 South Main Street. Residence (Sam Rader House). c. 1920, Bungalow, one-story, concrete block foundation with raised basement, rock faced concrete block walls, asphalt shingle gable roof, rectangular plan, 2 brick chimneys, 1/1 sash, 3/1 sash in gable, asphalt shingled gable end, knee braces, exposed purlins, full front porch with battered wood posts and concrete piers, wood and glass panel door. (C)

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15. 115 South Main Street. Residence (D. J. Moore House). c. 1925, Bungalow, one-story, brick foundation, aluminum siding, asphalt shingle gable roof, rectangular plan with rear addition, knee braces, exposed purlins, 3/1 vertical sash, brick chimney, full front porch with battered wood posts and concrete block piers, porch has concrete block foundation, wood and glass door. (C)

Outbuilding: 1 c. 1925 one-story frame garage with gable roof and exposed purlins (C).

16. 116 South Main Street. Dr. E. M. Myers Residence. c. 1895, Queen Anne Cottage, one-story with two-story rear addition, concrete block foundation, asbestos shingle siding, tin shingle gable roof, T-plan, 2 brick chimneys, 1/1 and 2/2 sash, crown molding lintels, cornice return, bargeboard trim, frieze with paterae, decorative gable vent, single leaf entry with blocked transom, 2 wood and glass doors: 1 with oval opening, full front Bungalow style porch with battered columns. (C)

Outbuildings: 1 c. 1900 one-story brick, shed roof root cellar (C); 1 c. 1920 one-story frame tenant house with asbestos shingle siding and standing seam tin gable roof, 2/1 sash, shutters (C); 1 c. 1900 one-story frame office with asbestos shingle siding, standing seam tin roof, brick chimney, 2/2 sash, front entrance glass and wood door with transom, side entrance wood panel door, shed roof addition on south side with sliding garage doors (C); 1 shed.

17. 125 South Main Street. Residence (Major Blanchard). c. 1925, vernacular Bungalow, one-and-one-half-story with brick foundation, aluminum siding, asphalt shingle gable roof, irregular plan with rear addition, 3/1 and 2/1 sash, large shed roof dormer - six bays with 6/6 sash, outside stairs to second story apartment, full front porch extends to pseudo-porte cochere, wood columns, brick piers, concrete slab floor. (C)

Outbuildings: 1 c. 1925 one-story frame shed with gable roof, weatherboard siding, exposed purlins (C); 1 c. 1950 one-story concrete block, gable roof garage (NC).

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18. Main Street. Bridge. c. 1935, wood trestle, wood substructure, asphalt deck, wood guard rails. (C)
19. 132 South Main Street. Residence (Dr. McCollom House). c. 1895, vernacular with Gothic and Greek Revival elements, one-and-one-half-story, pargeted brick foundation, aluminum siding, standing seam tin gable roof with cross gable, T-plan with rear addition, 1/1 sash with crown molding lintels, 1 pargeted chimney, cornice returns, single leaf entrance with glass and wood door with sidelights and transom, single leaf entrance on second story with sidelights and molded surround, full front porch with shed roof, Doric columns, stone faced concrete retaining wall. (C)
- Outbuildings: 1 shed.
20. 138 South Main Street. J. B. Willoughby (Dr. W. Guy Justis House) Residence, c. 1905, Queen Anne/Colonial Revival, two-story with brick foundation, aluminum siding, asphalt shingle gable and hipped roof, irregular plan with rear additions, brick chimney, 1/1 sash, pent roof gables, two-story bay, single leaf wood and glass entrance with transom and leaded glass sidelights, second entrance with transom, wrap around porch with fluted Corinthian columns and gable over entrance, new concrete retaining wall in front, older wall along side yard. (C)
- Outbuilding: 1 c. 1960 one-story frame garage. (NC)
21. 139 South Main Street. York Quillen, Commercial. c. 1900, vernacular Commercial, two-and-one-half-stories, concrete block foundation, concrete block walls, parapet roof, rectangular with rear addition, 2/2 sash with concrete lintels and sills, attic hopper windows, 2 store fronts: double leaf glass and wood doors, plate glass store window, original paneled kickplates, blocked shut transom, store window and second entrance, two-story full porch with canted posts and short brick piers, solid balustrade on second story, second story single glass and wood door, gas pump. (C)
22. 141 South Main Street. York Quillen Store, Commercial. c. 1890, vernacular Commercial, two-story frame, brick foundation, pressed brick metal siding, standing seam tin shed roof, rectangular plan, 2 second story windows blocked shut: three bays, first story has 1 single leaf seven-panel wood door, original storefront with recessed double leaf glass and wood entry doors with two-light panels, six-pane display windows, paneled kickplates, full length shed roof porch

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with standing seam tin roof, wood floor, metal pipe posts. One-story flush board connector with single leaf six-panel door located between #'s 21 and 22. (C)

23. 148 South Main Street. J. B. Willoughby Building. Commercial, (Bulls Gap Citizen Union Bank). c. 1910, vernacular Commercial, two-story, concrete block foundation, rock faced concrete block walls, parapet roof, rectangular plan, 1/1 sash on second story, 3 storefront windows, pronounced sills, brick chimney, double leaf glass and wood entrance door with transom, cornice molding over first floor windows, concrete block stoop, second story rear porch, concrete block wall at curb. (C)

24. 145 South Main Street. J. H. Wells Building. Commercial, 1927, vernacular Commercial, two-story, concrete foundation, brick walls, parapet roof, rectangular plan, concrete tablet inscribed "J. H. Wells - 1927", two storefronts with wood frames and flat arched lintels, double leaf wood and glass entry with wood screen door and four-light transom, full two-story front porch with two brick piers and two brick and wood columns on first story, wood columns and solid balustrade on second story, 4/4 sash with wood screens, 2 single leaf entrances on seven bay north side with wood screen doors. (C)

Outbuilding: 1 c. 1930 one-story concrete block heating plant with brick chimney connected to main building with shed roof (C).

25. 149 South Main Street. Residence. c. 1900, vernacular Queen Anne Cottage, one-story frame on raised basement, brick foundation, weatherboard siding, gable and hip asphalt shingle roof, irregular plan with additions, 4 chimneys - 2 brick, 2 with pargeting, 1/1 sash, cornerboards, wide frieze, wrap around Bungalow style porch with battered columns on brick piers, solid balustrade, double leaf glass and wood entry with wood screen door, bay with decorative purlins, pointed arch gable vent, rear porch with turned posts and balustrade, brackets, narrow side porch with turned posts, low concrete block wall. (C)
26. South Main Street. J. H. Wells, Commercial (Sands Store). c. 1930, vernacular Commercial, one-and two-stories, concrete foundation, seven row common bond brick walls, parapet roof, rectangular plan, two glass block wood frame store windows, center double leaf wood and glass entry with four-light transom, full front shed roof porch with

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concrete slab floor, pipe supports, 4/1 sash, rear entrance - double leaf five-panel door. (C)

Outbuildings: 2 frame sheds.

27. South Main Street. Railroad Yards. n.d., 3 large sheds, several smaller sheds, station platform, radio antennae, spur lines. (NC)
28. 100 South Main Street (rear: 100 Church Street). Old Guima Hotel, Residential (Granny Feathers House). c. 1856, vernacular Commercial, two-story, brick foundation, brick walls, parapet roof, irregular plan with rear frame addition, three bays wide divided by brick pilasters, corbeled cornice line, star tie rods, 6/6 segmental arched windows, windows on first story boarded shut, first story entrance altered with two angled recessed single leaf entries, open transom. Second story entrance single leaf glass and wood door with sidelights and transom, single leaf wood paneled entrance on south side, rear frame residential addition on second story (Church Street level) with recessed porch, single leaf glass and wood door, small concrete block addition with hipped roof. (C)
29. 161 South Main Street. George S. Mooney, Commercial (Gilley's Hotel). c. 1895, vernacular Commercial, two-story on raised basement, concrete block foundation, concrete block and brick walls, parapet roof, rectangular plan, 2/2 sash, concrete sills and lintels, two-story wood frame porch with square posts on short brick piers, plain balustrade, porch connects to porch of #30, corbeled pilasters and cornice line, segmental arched windows on front facade, two entrances on first story: double leaf glass and wood doors with wood screen doors and five-light transom, single leaf entry with wood screen door and two-light transom, one single pane storefront window with "Gilley's Hotel" painted on window, one six-light window, single leaf entry on second story, two single leaf basement entries on north side, brick and shed roof additions on rear with variety of stairs. (C)
30. South Main Street. Smith House, commercial. c. 1880, vernacular Commercial, three-story, brick foundation, brick walls, parapet roof, rectangular plan with additions, 2/2 sash, segmental arch windows, two-story wood frame porch with canted column on brick piers, brackets and pendants on first story, plain balustrade on second story, tie rods, four bays asymmetrically divided by brick pilasters, corbeled cornice line, first story has single leaf entrance with two-light transom and double leaf glass and wood entrance with two-light

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transom: both entries have wood screen doors, basement entry located between main entrances is surrounded by balustrade, second story single leaf entry with transom, rear brick addition with wood porches. (C)

31. 201 South Main Street. W. F. Addington Residence. c. 1925, Bungalow, one-and-one-half-story frame on raised basement, concrete block foundation, asbestos shingle siding, standing seam tin gable roof, rectangular plan, 2/2 sash: some paired, full front porch with tree trunk posts, exposed purlins, knee braces, large shed roof dormer with four-lights, single leaf wood and glass door. (C)

Outbuilding: 1 shed.

32. 216 South Main Street. Newt Long Residence. c. 1900, vernacular, two-story frame on raised basement, concrete block foundation, aluminum siding, asphalt shingle hip roof with gable projections, rectangular plans, 2/2 sash with louvered wood shutters, 1 brick chimney, full front porch with square posts, modern single leaf entry, rear additions, concrete steps to road, random laid stone retaining wall. (C)
33. 220 South Main Street. Newt Long Residence, (Block Building). c. 1920, vernacular, two-story concrete block, stuccoed foundation, stuccoed wall with swirl pattern, parapet roof with concrete tile cap, raised pilasters with decorative caps, rectangular plan, 2/2 and 1/1 sash, projecting sills, string course between stories, flat concrete panels near roof line, loop holes, altered entry way with transom, 2 side entries with three-light transoms. (C)
34. 224 South Main Street. Worth Quillen Residence. c. 1890, vernacular Queen Anne, one-story frame on raised basement, brick foundation, weatherboard siding, standing seam hip and gable roof, irregular plan with rear concrete block addition, 1/1 sash, wrap around porch with aluminum supports and balustrade, gable roof dormer with round arched bargeboard, cornice returns, wide frieze, cornerboards, wood fence. (C)

Outbuilding: 1 c. 1925 two-story narrow frame garage with gable roof (C).

35. 230 South Main Street. George Simcox Residence. c. 1890, vernacular, one-story frame on raised basement, brick foundation, aluminum siding, asphalt shingle hip and gable roof, irregular plan,

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3/1 sash, shed roof dormer, gable roof dormer, 2 brick chimneys, wrap around porch with aluminum supports, cornice returns, single leaf glass and wood entry, steps from street, concrete block wall. (C)

Outbuildings: 3 sheds.

36. 234 South Main Street. Charlie Riden Residence. c. 1900, vernacular, one-story frame on raised basement, concrete block foundation, weatherboard siding, standing seam tin gable roof, rectangular plan with additions, 2/2 sash, wrap around porch with canted columns, square balusters, wide frieze, decorative gable vent, 2 modern single leaf entries, concrete block retaining wall. (C)

Outbuildings: 1 c. 1900 small frame barn with standing seam tin gable roof (C); 1 c. 1920 one-story weatherboarded garage (C); 1 c. 1970 two-story concrete block and aluminum sided garage (NC); 2 sheds.

37. 121 Mill Street. George S. Moody Residence. c. 1900, vernacular with Craftsman style details, two-story, stuccoed foundation and walls, asphalt shingled hip roof, rectangular plan with one-story hip roofed addition, 1 stuccoed chimney with brick cap, 6/6 sash - some paired, full hip roof porch with square columns on piers with square capitals and bases, low balustrade, porte cochere, single leaf wood panel door with sidelights, French doors in addition, rear addition on raised basement, piers at end of driveway, concrete wall with planters. (C)

Outbuilding: 1 c. 1915 one-story concrete block garage with folding doors (C).

38. 115 Price Street. Residence. c. 1960, mobile home. (NC)
39. 117 Price Street. Hattie B. Price Residence. c. 1885, vernacular, one-story frame, brick foundation, weatherboard siding, asphalt shingle gable roof, irregular plan with hip roof addition, 1 brick chimney, 2/2 sash with crown molding lintels, bargeboard trim, decorative gable vent, wide frieze, corner returns, wrap around porch with square columns, bracket, single leaf wood panel door with transom. (C)
40. Price Street. Water Tower. c. 1930, round concrete water tower with no decorative features. (C)

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)

Period of Significance

Significant Dates

Transportation

1858-1937

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

various

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

The Bulls Gap Historic District is located in the southwestern portion of Hawkins County, Tennessee. The district is being nominated to the National Register of Historic Places for its association with the East Tennessee, Virginia, and Georgia Railroad and the Rogersville and Jefferson Railroad (now Southern Railway) and its significance as a railroad town.

In 1792 John Bull, a gunsmith, received a North Carolina land grant for fifty-five acres of land on Bays Mountain near an important east-west passageway over the mountain. Bull operated a stageline through this passageway which became known as Bull's Gap. Little information is known about the early settlement of Bulls Gap. The first post office in the area was Bays Mount which was located approximately a mile and a half from the current town of Bulls Gap. In 1857 when the East Tennessee and Virginia Railroad began construction of a line from Bristol to Knoxville, the area was known as Branchville. Upon completion of the Rogersville line by the Rogersville and Jefferson Railroad in 1870, the town was renamed Rogersville Junction by the railroad. Around this same time period, the Bays Mount post office was moved into the community and was renamed Bulls Gap at the request of the residents. In 1904, the railroad changed the name of Rogersville Junction to Bulls Gap to end the confusion of two names for one community. The name of Bulls Gap appears to have been the town name commonly used by the residents for a long period before it was officially adopted by the post office and the railroads.

The East Tennessee and Virginia Railroad (ET&V) built the first tracks through the Bulls Gap area. Constructed by slave labor under adverse conditions of mud and water, combined with company financial problem caused by the Panic of 1857, the last 130 miles of track took over a year to build. Completed in 1858, the ET&V line connected with the East Tennessee and Georgia Railroad (ET&G) and provided a route from Bristol, Tennessee to Atlanta, Georgia with connections to Washington, D.C., Knoxville, Memphis, Augusta, Charleston, et al. In 1866, ET&V and ET&G formally consolidated to form the East Tennessee Virginia and Georgia Railroad.

See continuation sheet

9. Major Bibliographical References

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Station Map - Southern Railway Company. 1927.

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April 4, 1962.

"Town's Name is Right Provoking, Whether Bulls Gap or Bullsgap; It Was
Founded By John Bull." Rogersville Review. November 26, 1936.

See continuation sheet

Previous documentation on file (NPS): NA

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

Acreage of property Approximately 24 acres

UTM References

A 16 | 31251010 | 401421010
Zone Easting Northing

B 16 | 311271810 | 401391410
Zone Easting Northing

C 16 | 312340 | 4013500

D 16 | 3121010 | 401371010

See continuation sheet

Bulls Gap, Tennessee 171 SE

Verbal Boundary Description

The Bulls Gap Historic District is located on the south side of the Town of Bulls Gap. The district is centered primarily along South Main Street and includes McGreger Street, Church Street, Price Street, and Mill Street. The boundaries generally follow property lines, streets, and railroad right of ways. See Tax Map.

See continuation sheet

Boundary Justification

The Bulls Gap Historic District includes the historic area of the Town of Bulls Gap. The district includes a cohesive collection of late nineteenth and early twentieth century resources that best reflect the growth of an early railroad community.

See continuation sheet

11. Form Prepared By

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United States Department of the Interior
National Park Service

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Bulls Gap Historic District

Upon completion of the ET&V line in 1858, plans were made to build a line to Rogersville. However, with the advent of the Civil War the Rogersville line was not built. Because of the important railroad line through the mountains, Bulls Gap became a strategically important location for both armies during the war. Bulls Gap became a fortified town and between 1863 and 1865 many battles were fought to gain control of the town and its railroad. Throughout most of the war, the Federal forces retained control of Bulls Gap and the railroad.

After the war, Bulls Gap and the damaged railroad began a period of rebuilding. The earlier planned Rogersville connector was completed in 1870 by the Rogersville and Jefferson Railroad, and the Town of Bulls Gap, once again, began to grow and prosper at the junction of the two lines. According to Goodspeed's 1887 History of East Tennessee, Bulls Gap had "...two churches, a good school, four stores, and a hotel." In an 1885 account, the Smith House (#30) was cited as one of the best hotels found on the ETV&G Railroad. Bulls Gap had become an important supper stop on the main line.

Around the turn of the century, the rail lines through Bulls Gap became part of the Southern Railway System. The town continued to grow and, according to a 1912 Bulls Gap Board of Trade pamphlet, there was a population of over 1,200 and "some fourteen passenger trains arrive and depart each day, also many freight trains." In the 1920s, Southern Railway had several railroad related structures in the community including water towers, sand house, depot, and dormitory, along with other support facilities (most are non-extant).

The early development patterns and the late nineteenth and twentieth century growth of Bulls Gap reflect the economic importance the railroad held for the community. The commercial center of the town was built between the railroad junctions and close to the depot. The hotels were built close to both the tracks and the depot and residential growth extended outwards from the town center. As the importance of the railroad in townlife dwindled and the automobile became a more important factor of life, the growth and development patterns of the town changed. The new business and residential areas became orientated to U. S. Highway 11E and State Road 66. As the passenger service on the railroads disappeared, so did the activities in the old town center. The depot was eventually torn down, as were many of the old railroad structures, the commercial buildings are vacant, and the railroad hotels, no longer needed for passengers, were converted into apartments. Although there is no longer any passenger service to the town, the tracks are still a vital part of the Southern Railway system.

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National Park Service**

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Bulls Gap Historic District

The Bulls Gap Historic District includes the old town center and surrounding residential area that reflect the growth of the town and railroad between 1858 and 1937. The district retains the integrity and context of a late nineteenth and early twentieth century railroad town.

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National Park Service

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Bulls Gap Historic District

MAJOR BIBLIOGRAPHICAL REFERENCES

Goodspeed's History of East Tennessee. The Goodspeed Publishing Company,
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Jones, James B. "Study Unit No. 4. Early Railroad Development in
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