

ARCHIE CAMPBELL

It might be said that one man really put the name of Bulls Gap, Tennessee "on the map." At the least, millions of television viewers and radio audiences associate the city with entertainer Archie Campbell.

Throughout his career, Campbell was frequently referred to as "the Mayor of Bulls Gap." The title, purely fictional, was often used to introduce him at personal appearances and the Grand Ole Opry during his 50-plus years as a singer and comedian.

Archie Campbell was born in Greene County, Tennessee on November 7, 1914. He grew up there with his brother, Harold, and two sisters, Irene and Pauline. He attended a one-room schoolhouse called Phillipi School, Mohawk Elementary School, Bulls Gap High School and Mars Hill College in Mars Hill, North Carolina.

Campbell left Bulls Gap in the mid-'30's and began his career in Knoxville, Tennessee on WNOX radio's "Midday Merry-Go-Round." While there, performing with country music legends Roy Acuff, Chet Atkins, Homer and Jethro, Bill Monroe, the Carter Family, Flatt and Scruggs and others, he created a popular comedic personality called "Grandpappy."

In 1941, Campbell met his future wife, Mary Lee Lewis. They were married in 1943 while he served in World War II and had two sons, Steve and Phil.

Following the war, Campbell resumed his career in Knoxville, where he moved to WROL radio, and later starred in his own TV shows in Knoxville, Chattanooga, Bristol and Johnson City.

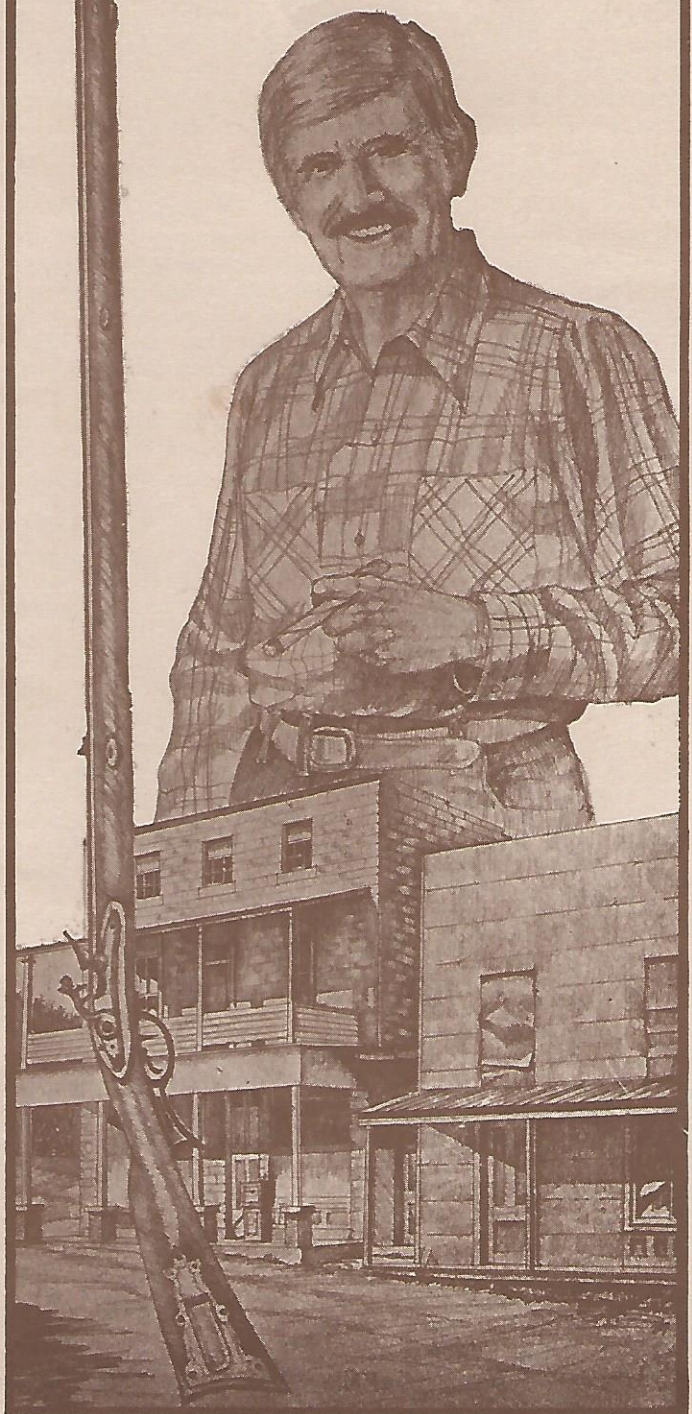
In 1959, he became a member of the Grand Ole Opry. In Nashville, he recorded for RCA Records. Although he was an accomplished singer, he is probably best remembered for his "spoonerisms" such as "Rinderella" and Beeping Sleauty."

In 1969, Campbell helped originate CBS TV's HEE HAW. He was an original cast member and one of the hit show's main writers. In addition to appearing on many television specials and network talk shows, he received numerous awards, among them the Country Music Association's "Comedian of the Year."

Campbell was an accomplished golfer and landscape painter. In his later years, he began a business which produced limited edition prints from his paintings. His son, Phil, continues to operate the business.

Archie Campbell died on August 29, 1987 from complications following a heart attack.

HISTORIC BULLS GAP TENNESSEE



HISTORY OF BULLS GAP

In 1792 John Bull, a gunsmith, received a North Carolina land grant for fifty-five acres of land on Bays Mountain near and important east-west passageway over the mountain. Bull operated a stageline through this passageway which became known as Bull's 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 problems caused by the panic of 1857, the last 130 miles 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.

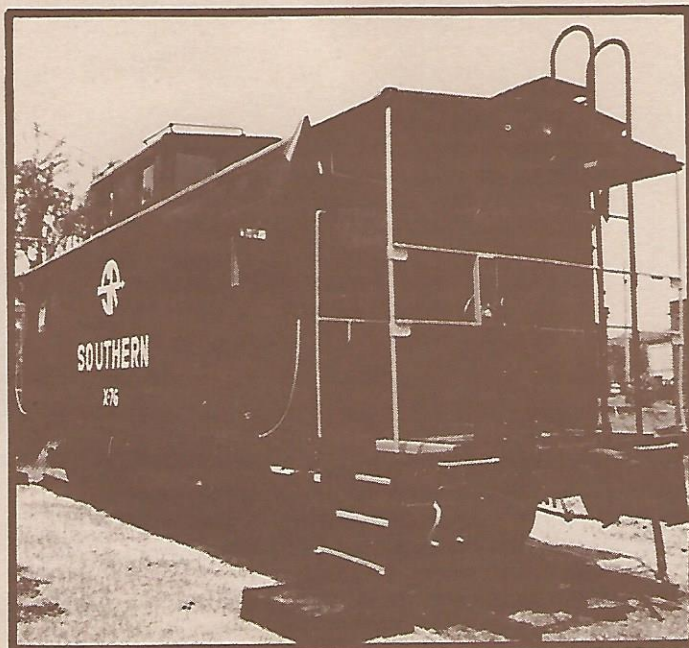
Upon completion of the ET&V line in 1858, plans were made to build a line to Rogersville. However, with the advent of the Civil War the Rogersville line was not built. Because of the important railroad line through the mountains, Bulls Gap became a strategically important location for both armies during 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 (#10) 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.



Town of Bulls Gap

139 S. Main Street
P. O. Box 181
Bulls Gap, TN 37711
Phone: 235-5216

Charles H. Roark, Mayor

Town of Bulls Gap

Jim Walls, Chairman
Archie Campbell Tourism Complex

John Peeler, Chairman
Southern Railway Caboose X-76

Model Railroad: Bill Haskins

East Tennessee Community Design Center

Tennessee Historical Commission

Cover Illustration: Don Britton

Design: Tom Walker

Narrative: Linda Cole and Steve Campbell

1. Archie Campbell House—The Archie Campbell homeplace was originally located on Highway 11E just inside Greene County. The Campbell family moved into their home around 1923. It was restored and relocated in downtown Bulls Gap in 1988.

2. (New) York Quillen Store—(1900) This Commercial Vernacular style building of rock-face concrete block with roof parapet is characteristic of c. 1900 stores with hotel rooms on the Second Floor. The main level, which has been adapted (1989) for the town hall and a commemorative museum honoring Bulls Gap's native son Archie Campbell, has previously accommodated the Town's post office and a drug store. Window treatment includes concrete lintels and sills and attic hopper windows in the uppermost part of the storefront. Original features of the storefront, still intact, are double leaf glass and wood doors, plate glass storewindow, paneled bulkheads and transoms. The porch was added in the 1930's, as was a rear addition to the building.

3. (Old) York Quillen Store—(1890) This two-story frame building of Vernacular style with pressed brick-pattern metal over the original wood siding and standing seam tin shed roof was built as a dry goods store. The store front consists of three bays with the lower story having recessed double leaf glass and wood entry doors with two-light panels. The one-story addition (c. 1930) which connects the store buildings has been a restaurant and storage building in previous years.

4. York Quillen Warehouse—(1940) Of Vernacular Commercial style with raised basement, this brick warehouse was originally used for fertilizer storage and replaced an earlier building. Tie rods were added to stabilize the exterior walls and are terminated with stars.

5. Moody/York Quillen, Jr. Res.—(1900) This two-story Vernacular residence incorporates Craftsmen style detailing, including stucco on the foundation and walls and the use of a hipped roof over the porch and house. Off to the side of the house is a porte cochere used during the nineteenth and early twentieth centuries as a covered carriage/automobile entrance.

6. J. H. Wells Bldg.—(1927) This two-story commercial building with concrete foundation, brick walls and parapet roof has served as a post office and restaurant, and has apartments on the second floor. The storefront includes a double leaf wood and glass entrance topped by a four-light transom.

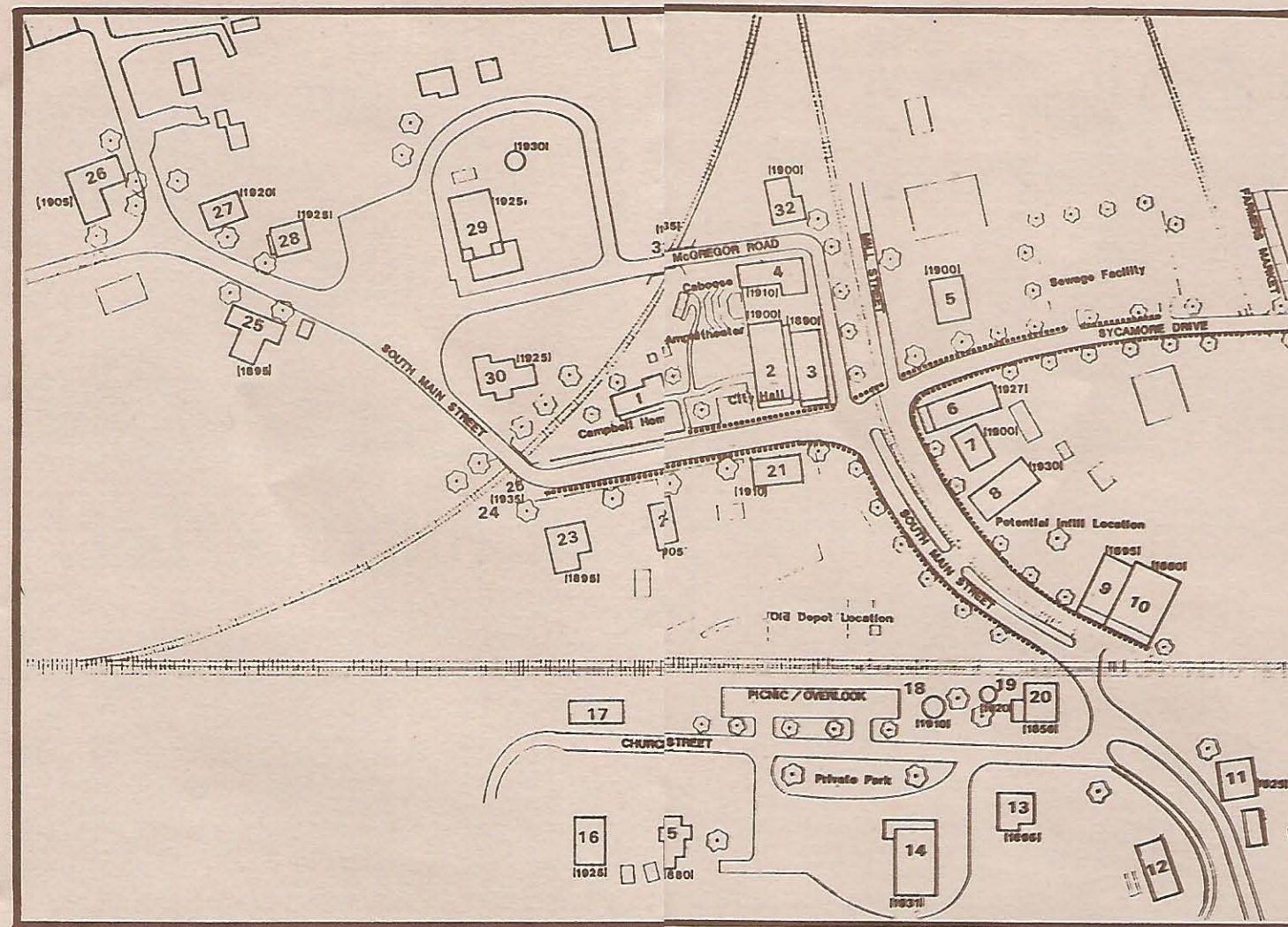
7. Susong House—(1900) This one-story frame Vernacular Queen Anne cottage rests on a brick foundation, has weatherboard siding and a hipped roof. Typical Queen Anne details include decorative rafters at the roof overhang, pointed arch gable vents, brackets, and cornerboards.

8. York Quillen General Store/Sands Bldg.—(1930) Constructed as the company store for the railroad, this commercial building was built with brick in a seven-course common bond.

9. Gilley's Hotel—(1895) This two-story hotel building, with brick walls, raised basement and parapet roof, had a movie theater on the lower floor at one time. The four-bay storefront is divided by brick pilasters with corbelled brick band at the top. The segmental arched windows have concrete sills and lintels. A second story wood-framed porch with square posts and plain balustrade extends across the porch of the Smith House. The builder, George Mooney, married into the Smith family who built the adjoining structure.

10. Smith House—(1880) This three-story brick commercial building sits on a brick foundation. The storefront consists of four bays asymmetrically divided by brick pilasters and is crowned by a corbelled cornice. Brackets and pendants add a decorative touch to the lower wood framed porch with bevelled columns resting on brick piers.

11. Addington/Walker Res.—(1925) This early twentieth century



BULLS GAP HISTORIC DISTRICT

one and a half story frame Bungalow with a standing seam tin gable roof, sits on a concrete block foundation. Some of the distinctive features of this house include the large shed roof dormer and tree trunk porch columns. The livery stable serving the Gilley Hotel was located on this site at one time.

12. Jones/Parley Quillen Residence—(1880) Vernacular, two-story frame, brick foundation, weatherboard siding, asphalt gable roof, T-plan, 3 pargeeted chimneys, 2/2 sash, single leaf entry with side-lights and three-light transom, full front porch with hip roof, tapered wood posts, and brick piers, rear one-story frame addition, stone retaining wall.

13. Marshall/Snelson House—(1895) This Queen Anne style house has a wrap-around porch with Tuscan columns, plain balustrade, and octagonal-shaped tower topped with a finial and cresting. Federal influence is evident in the entrance flanked by sidelights with transom above.

14. Methodist Church—(1931) Established in 1883, the Methodist Church has been a positive influence in the development of the town. The gable-roofed modern entrance vestibule is flanked by crinolated towers reminiscent of medieval fortresses.

15. Blackburn/Grindstaff/McCullough Houses—(1880) Typical of the two-story Vernacular style houses built in East Tennessee in the late 19th century, this house has a central chimney, shed-roofed front porch, and entrance with side-lights. The rear portion of the T-shaped plan probably housed the original kitchen.

16. Wheeler (Mahoney)—(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.

17. Haney (Miller House)—(1920) Vernacular, one-story frame on raised basement, concrete block foundation, aluminum siding, asphalt gable roof, rectangular plan, 2 brick chimneys, 2 side porches; 11 open porch with turned posts and 11 screened porch with square columns.

18. Water Tower—(1910) This two-story Southern Railroad concrete structure was constructed with two rows of dentils serving as a band course above the entrance and as a cornice to give a visual termination to the tower.

19. Water Tower—(1920) This concrete structure erected by the Southern Railway Co. provided a source of water for steam locomotives and is a significant artifact of the role of the railroad in the development of Bulls Gap.

20. Old Guima Hotel/Granny Feathers House—(1856) This two-story commercial building reflects Greek revival influences with its plastered brick walls, parapet roof which rests on a brick foundation. The three-bay symmetrical storefront, divided by brick pilasters, is capped with a corbelled brick cornice. The windows and doors have segmented arches. The entrance has two angled, recessed single-leaf doors framed with an open transom, suggesting the probability of an original lower entrance of Federal style similar

to that on the second floor. The entrance on the second story originally opened onto a porch which was destroyed by a passing train.

21. Old Bulls Gap Bank/Willoughby—(1910) A parapet roof and rock-face concrete block characterize this commercial building, which has served primarily as a bank. The storefront entrance is a double leaf glass and wood door with transom above. Cornice moldings are used on the first floor windows.

22. Willoughby/Justis Res.—(1905) This two-story wood clapboard house with brick foundation is typical of the Queen Anne style because of its irregular plan, wrap-around porch, and its pent roof gables. Colonial revival elements include the hipped roof with full-width porch supported by Corinthians columns and the use of a two-story bay. Federal influence is seen in the use of the transom and leaded sidelights to the entrance.

23. McCollum/Bill Ward Res.—(1895) This T-shaped East Tennessee Vernacular-style house, with its pargeeted brick foundation, standing seam tin gable and the single chimney, in-tion, standing seam tin gable roof and the single chimney, incorporates some Greek revival elements in the cornice returns and the Doric columns lining the full front porch. Federal influence is seen in the entrance with the use of the transome and sidelights.

24. Main Street R.R. Bridge—(1935) Wood trestle, wood structure, asphalt deck, wood guard rails.

25. Myers/Williams Res.—(1895) Typical of the Queen Anne style, this one-story cottage with T-shaped plan has a tin-shingled cross-gable roof. Decorative detailing of the roof gables include the cornice returns, barge-board trim, frieze with paterae decoration and the ornamented vents.

26. Pennington/Sullivan Res.—(1905) Characteristics of the Queen Anne style are evident in this two and a half story house with its irregular plan, pent roof gables, wrap-around porch, and the canted door and window on the Southwest corner with spindle work trim. Classic revival influence is seen in the use of columns and dentilled windows lintels with keystones.

27. Rader/Bible Res.—(1920) and **Moore/Ronk Res.**—(1925) These one-story Bungalow style houses have gable roofs with knee braces to support the extended gable ends. The porches have battered wooden posts on brick piers.

28. Ronk/D.J. Moore Residence—(1925) Bungalow, one-story, brick foundation, aluminum siding, asphalt shingle gable roof, rectangular plan with rear addition, knee braces, exposed purlins, 3/11 vertical sash, brick chimney, full front porch with battered wood posts and concrete block piers, porch has concrete block foundation, wood and glass door.

29. Bulls Gap Baptist Church—(1925) This church building of Vernacular Gothic style has been altered with the addition of a two-story educational building, so that the towers no longer flank the entrance as they did originally. The base of the towers were originally open arches, had 11ouvered vent openings at the upper level, and ornelated parapet wall at the top.

30. Blanchard/Ratliff Res.—(1925) This structure is a one-and-a-half story Vernacular style Bungalow. Characteristic features include the low pitched gable roof parallel to the street and shed roof dormer.

31. Railroad Bridge—(1935) The wood trestle style was often used for wood bridges and is based on construction techniques of the French Tudor period.

32. Gilley Res.—(1900) This two-story Vernacular style house was built with shed-roofed porch with turned posts, gabled standing seam tin roof and central chimney.