

**AGENDA FOR THE
MEETING
OF THE
KINGSPORT HISTORIC ZONING COMMISSION**

August 10th, 2020

1:30 P.M.

Kingsport Development Services Center
201 W. Market Street
Bob Clear Conference Room

I. Introduction and Recognition of Visitors

At this time, Chairman Harmon extends a welcome to all visitors. Time will be allowed at the conclusion of the meeting for public comment.

II. Old Business:

1. Approval of the July 13th, 2020 minutes
2. Approval of July 22nd, 2020 called meeting minutes

III. New Business:

1. Conduct Vice Chair voting
2. Update from Commissioner Beverly about PC
3. Certified Local Government National Register Review
4. Bylaw change discussion

IV. Other Business:

1. Called meeting for 2248 Netherland Inn Rd. approved

Adjournment

MINUTES OF THE REGULAR MEETING OF THE KINGSPORT HISTORIC ZONING COMMISSION

July 13, 2020

1:30 p.m.

Members Present

Dr. Erin Reid
Beverley Perdue
Jewell McKinney
Liza Harmon
Liza Howle

Members Absent

Dineen West
Jason Meredith

Staff Present

Savannah Garland

Visitors Present

Bradley Hoover

Historic Zoning Commission (HZC) Chairman, Liza Harmon, opened the meeting at 1:30pm. Chairman Harmon thanked the commissioners for attending and thanked the visitor for coming to present his project. Under “Old Business” Chairman Harmon asked the Commissioners to review the November 2019 minutes for approval. Jewell makes a motion to approve the Nov. 2019 minutes and Howle seconds it. Next, the March 2020 minutes were reviewed. Howle makes a motion to approve the March 2020 minutes and Dr. Reid seconds it.

Under the “New Business” portion of the July HZC meeting the first item for discussion was the visitor, Mr. Hoover, to present his project of demolishing the old garage behind his house at 202 Hammond Avenue. Mr. Hoover talked a little about how he got the house and the updates he has done to it. Mr. Hoover also had two builders come out to look at the old garage behind the house for their professional opinions. The builder’s consensus was that the building could not be salvaged and that it is leaning so bad that it may fall over anytime. At this point in time, Mr. Hoover does not want to replace the old garage, but just to knock it down. This garage has no electricity or water to it. Harmon then read the Kingsport Design Guidelines referencing demolition on page 101. These guidelines reflected that demolition may be allowed if it does not have historical integrity. It was agreed by the commissioners that it does not have historical integrity and that it would make more sense for it to come down rather than it collapse on its own and possible cause damage or hurt someone. Chairman Harmon then read the email that Staff Garland gave her from Mr. Bruner, the City Building Inspector. The email from Mr. Bruner stated that he searched the building records and did not find any permits for the garage, so it must have existed prior 1986. Mr. Bruner said he was unaware of anything that would prevent them from demolishing the garage. Mr. Hoover was made aware that if he did decide to add another structure behind his house he would have to go through HZC again for approval. Dr. Reid makes a motion to approve the demolition of the old garage structure behind the house of 202 Hammond Ave. Perdue seconded the motion for it to pass.

Next under “New Business” Chairman Harmon mentioned the election of a Vice Chair, and it was decided to hold it at the next called meeting when everyone could attend. Also, listed was changing the bylaws of the time and date of the meeting. Dr. Reid stated that the current time and date works fine for her now and everyone agreed to keep it as is. Chairman Harmon brought up an application from 2248 Netherland Inn Rd to try and reach a decision. The applicant wants to replace the roof with a regal blue metal roof, replace the gutters, and add a car port behind the house. The Commissioners agreed that the gutters and car port (located behind the house) should be approve. However, Chairman Harmon referenced the Guidelines on page 52 under section 10.4 which states that the roof color should come from the existing two-or three paint color palette of the building. The Commissioners did not agree on the roof color the applicant wanted, but would approve the roof with the suggested color gray or within the existing colors of the current roof.

Under “Other Business” Chairman Harmon asked Garland to catch everyone up on all 7 of the In-House approvals since the last called meeting. Chairman Harmon asked the Commissioners if they have any thoughts or questions about the In-House approvals that were done and there were no criticisms. The next discussion was brought up by Staff Garland on the possibility of having Zoom meetings in the future. After further discussion, the Commissioners agreed to just monitor the situation and then make the decision on whether to have a Zoom meeting or an in-person meeting for next time.

There was no public comment.

There being no further business the meeting adjourned at 2:25 p.m.

Respectfully Submitted,

Liza Harmon, Chairman

**MINUTES OF THE CALLED MEETING OF THE
KINGSPORT HISTORIC ZONING COMMISSION**

July 22, 2020

1:30 p.m.

Members Present

Dineen West
Beverley Perdue
Liza Harmon
Liza Howle
Jason Meredith

Members Absent

Jewell McKinney
Dr. Erin Reid

Staff Present

Savannah Garland

Visitors Present

Suzy Robinette

Historic Zoning Commission (HZC) Chairman, Liza Harmon, opened the meeting at 1:30pm. Chairman Harmon thanked the commissioners for attending and thanked the visitor for coming to present her project. Since this is a called meeting there is no minutes to be approved. Harmon explains the reason for the called meeting is so that each party can get a better understanding of what is happening.

Harmon asks the visitor, Mrs. Robinette, to explain what she wants to do to her roof. Mrs. Robinette further explained the background of the home and the history of it. The home was also damaged in April 2020 thus another reason to replace the roof. The applicant brought a sample of the blue metal and also color samples to be passed around. Commissioner West explained her professional expertise and why “blue” may not be the best color for the roof. Mrs. Robinette expressed her concerns of another home in the Boat Yard District has a blue roof, but Harmon then explained how those are “buffer homes” in the Historic District and not a real Historic Home like the applicants. Garland then reads from the Kingsport Historic Guidelines on page 52 concerning roof color to make sure everyone is on the right track. The applicant stated she is trying to enhance the property and the Commissioners applauded her the good work she has done and is doing.

There was a discussion held about Mrs. Robinette’s shudders and how it would match the new roof color. Harmon asked the applicant if she had other preferences that everyone could agree on for the roof color. After everyone expressed their concerns and reasoning we came to a conclusion. After further discussion the agreed upon conclusion, that the Commissioners approved, was a Charcoal color metal roof.

There was no public comment.

There being no further business the meeting adjourned at 1:56 p.m.

Respectfully Submitted,

Liza Harmon, Chairman

Mayor Shull,

My name is Rebecca Schmitt and I am the National Register of Historic Places coordinator for the Tennessee Historical Commission. Attached please find a draft National Register nomination for the Kingsport Hosiery Mills. The property is located within the jurisdiction of the Kingsport Certified Local Government. This program requires that the historic zoning commission and the chief local elected official review all National Register nominations within the city before they are presented to the State Review Board. The nomination is scheduled to be presented at the September 16, 2020 State Review Board meeting.

A copy of the draft has also been sent to Nathan Woods who is the Kingsport Development Planner and the CLG Contact. Please complete the enclosed form and return it to me by September 14, 2020.

If you have any questions regarding the Certified Local Government program or the National Register program, please do not hesitate to contact me.

Best,
Rebecca



Rebecca Schmitt | Historic Preservation Specialist
National Register Program
Tennessee Historical Commission
2941 Lebanon Pike
Nashville, TN 37214
p. 615-770-1086

CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER REVIEW

CLG: Kingsport
PROPERTY: Kingsport Hosiery Mills
ADDRESS: 435 Press Street

CHIEF ELECTED OFFICIAL EVALUATION

NAME OF COMMISSION:

DATE OF MEETING:

HOW WAS THE PUBLIC NOTIFIED OF THE MEETING?

- ☐ **ELIGIBLE FOR THE NATIONAL REGISTER**
☐ **NOT ELIGIBLE FOR THE NATIONAL REGISTER**

REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:

SIGNATURE:

TITLE:

DATE:

THC STAFF EVALUATION

- ☒ **ELIGIBLE FOR THE NATIONAL REGISTER**
☐ **NOT ELIGIBLE FOR THE NATIONAL REGISTER**

REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:

The Kingsport Hosiery Mills in Kingsport, Sullivan County, Tennessee is eligible for listing in the National Register of Historic Places under Criterion A in the area of Industry for its contribution to the industrial development of Kingsport from 1917 until 1970. Kingsport was conceived to be an industrial city based on a carefully prepared plan, and the Kingsport Hosiery Mills reflected the ideals and principles of the founders of this "Model City." The mill provided good and steady employment opportunities for economically disadvantaged people in a developing area of southern Appalachia. It produced a quality product that achieved international distribution. Its building continued to support the local economy long after it was no longer used for the manufacture of hosiery. It is one of the few buildings still standing which had a place of high importance in the history of Kingsport's early industrial development. After the hosiery mill use ended in the mid-20th century, the building continued to play a vital role in Kingsport's industrial processes as part of the storage and distribution processes for the Kingsport Press and Dobyns-Taylor Hardware Company.

SIGNATURE:



TITLE: Historic Preservation & National Register Specialist

DATE: July 15, 2020

PLEASE COMPLETE THIS FORM AND RETURN BEFORE: September 14, 2020

RETURN FORM TO: REBECCA SCHMITT TENNESSEE

HISTORICAL COMMISSION

2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37214 REBECCA.SCHMITT@TN.GOV

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name Kingsport Hosiery Mills

Other names/site number Miller-Smith Hosiery Mill; Kingsport Press Warehouse; Dobyns – Taylor Hardware Warehouse

Name of related multiple property listing

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & Number: 435 Press Street

City or town: Kingsport State: TN County: Sullivan

Not For Publication: ☐ N/A Vicinity: ☐ N/A Zip: 37660

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

☐ national ☐ statewide ☒ local

Applicable National Register Criteria: ☒ A ☐ B ☐ C ☐ D

Signature of certifying official/Title:

Date

State Historic Preservation Officer, Tennessee Historical Commission

~~State or Federal agency/bureau or Tribal Government~~

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

Signature of Commenting Official:

Date

Title:

State of Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:)

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private ☒
Public – Local ☐
Public – State ☐
Public – Federal ☐

Category of Property

(Check only one box.)

- Building(s) ☒
District ☐
Site ☐
Structure ☐
Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
1	0	structures
0	0	objects
2	0	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

(Enter categories from instructions)

Industry: Manufacturing Facility

Commerce/Trade: Warehouse

Current Functions

(Enter categories from instructions)

Commerce/Trade: Warehouse

Commerce/Trade: Specialty Store

7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Industrial

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

BRICK; CONCRETE; WOOD; METAL

Narrative Description

The Kingsport Hosiery Mills once occupied the multi-level industrial brick and concrete block building at the southeastern corner of Press Street (formerly Reedy Street) and Clinchfield Street in downtown Kingsport, Tennessee. This 108,300 sq. ft. building sits on 3.1 acres of property that was once part of a cluster of industrial operations that also included the Kingsport Press and Holliston Mills. Although there is still an active industrial plant 600 feet southwest of the property, current adjacent land uses are commercial/services and residential apartments. The building was constructed between 1917 and 1956 in five phases, each of which is described as a separate section. Originally a hosiery mill, the building's use changed to industrial and commercial storage in the mid-20th century. Currently used as warehouse space, the property maintains historic integrity in terms of association with Kingsport's industrial history and its location representing the town's earliest industrial endeavors. It retains its original interior layout and open spaces characteristic of industrial properties, as well as original wood and metal multi-light windows. The property has a high level of integrity of materials, workmanship, design, and feeling.

Although the official address of the building is Press Street, which runs along the northeastern elevation of the building, the current façade faces northwest toward Clinchfield Street. Three sections of the building

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(Sections 1, 2, and 5) present front façades. The property also includes a reservoir, which is a contributing structure.

Kingsport Hosiery Mills (Contributing Building)

Section 1

Section 1 is the oldest of the five sections and is one of three sections presenting a façade facing Clinchfield Street. It was finished in 1917 for the purpose of housing hosiery milling operations. This section is located at the northernmost corner of the building. Press Street runs along its northeastern elevation. Section 1 is L-shaped and constructed of brick laid in common bond. Most of this section has a metal gable roof with exposed wood rafter tails and vents along the roof ridge, three floors, and a basement, but the flat-roofed northwestern end has a basement and only two floors. These differences are the result of a storm causing so much damage in 1998 that 2,500 square feet of the top floor in the northwestern end had to be removed. The upper-left corners of Figures 1 and 2 below show the effect of the removal.



Figure 1: Kingsport Hosiery Mills, early 1984. Photo from the City of Kingsport Archives



Figure 2: Kingsport Hosiery Mills, 2020. Photo by author

The northwest-facing façade of Section 1 has three bays separated by plain, brick pilasters, with two windows in each bay on the second floor. There are also two windows in two of the first-floor bays. The middle bay of the first floor has large double wood doors. The doors open onto a loading dock composed of a wood floor resting on metal beams and brick piers, covered by a flat metal roof that extends northwestward from the middle bay. A metal fire escape, which crosses part of the façade, provides emergency access to the upper floors. All windows on the façade are 15/15, double-hung, wood frame windows with segmental, brick arches and concrete sills. The third floor has wood installed in 1998 after the original façade was removed due to storm damage.

The southwestern elevation has nine bays on the first and second floors and seven bays on the third floor. Bays are separated by plain, brick pilasters, and each bay has two wood frame windows. Two of the third-floor windows have been covered with wood. Only four of the bays on the first floor and basement have windows; the remaining bays have been covered by additions. First, second, and third floor windows are 15/15 wood double hung. Basement windows have been infilled with concrete block. All windows have

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concrete sills, and the first and second floor windows have segmental, brick arches. A common bond brick passageway connects Section 1 with Section 2 on the first floor. It starts at the fifth bay back from the façade. “Dobyns Taylor Hardware” is painted between the second and third floors but has faded.

Only the second and third floors of the southeastern elevation are visible because the first floor is completely covered by Section 4. It has three bays separated by plain, brick pilasters, with two 15/15, double-hung, wood frame windows with segmental, brick arches and concrete sills in each bay.

The ell of Section 1 extends from the southeastern end of the northeastern elevation. It has a flat, metal roof with exposed wood rafter tails and is the only part of the building with four floors. The first floor of the southwestern elevation of the ell is blocked from view by Section 4. The second and third floors of this elevation each have one 15/15, double-hung, wood frame window with a segmental, brick arch and a concrete sill. The window on the fourth floor is a 12-pane fixed-sash window with a concrete sill. The stairs allowing access to the upper floors are inside the ell, and windows are placed at each landing. The fact that the windows at the landings are at levels different from all others gives the windows on the southeastern elevation of the ell a staggered appearance.

The first floor of the northeastern elevation of the ell has wood, double doors with six-pane windows. These doors are covered by a flat awning supported by wood brackets. A concrete pad is below the door, which is accessed by concrete steps. To the northwest of the double doors is a metal door with a single pane glass transom and a segmental brick arch. To the southeast of the double doors is a window opening that has been infilled with concrete blocks. Windows on floors one through three and at the landings between floors one and two and between floors two and three are 12/12, double-hung, wood frame windows with segmental, brick arches and concrete sills. Windows at the landings are paired windows. Fourth floor windows are all 12-pane fixed-sash windows with concrete sills. The northwestern elevation of the ell has two wood-framed, 12-pane fixed sash windows with segmental, brick arches and concrete sills at every level except the fourth floor. Fourth floor windows do not have arches.

The northeastern elevation of the main part of Section 1 has six bays on the basement, first, and second floors and four bays on the third floor. Bays are separated by plain, brick pilasters and each bay has two wood frame windows with concrete sills. All windows on the first through third floors are 15/15, double hung. Windows on the first and second floors have segmental, brick arches. Basement windows are 10/10 double hung. A metal, overhead roller door provides access to the basement at the bay that is second from the northwestern end. The remains of painted signs from different eras may be seen on this elevation between the second and third floor. At some point during the building’s ownership by Dobyns-Taylor Hardware, a sign proclaiming its owner was painted, and much of the name “Dobyns” can still be seen. However, over time the remainder of that sign has worn off and it is now possible to see the original “Kingsport Hosiery Mills” sign.

The floors of levels one, two, and three of Section 1 are wood, as are all floors of the ell. The basement has concrete floors. The basement and floors one, two and three have concrete pillars supporting the floors above. All levels have no ceilings; the flooring system of the level above is visible on most levels while the roof’s wood truss system is visible on the upper floor. The wall at the northwest end of the third floor is made of wood. Walls made of wood have been erected at the western corner of the first floor to create a separate space which may have been used as an office at some point. Otherwise, most of the floor space on

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every level is open, except for the ell. The ell has rooms, the stairwell, and the elevator shaft. Some of the rooms were working restrooms at one time. The freight elevator was installed when the building was constructed and is still operational. A functioning electric motor moves the car; its operation is controlled from inside the car by ropes that are pulled by the operator. It is no longer in compliance with safety regulations and its use is prohibited.

Section 2

Like Section 1, Section 2 was constructed in 1917 and housed the long-ago removed boiler. It is constructed of brick laid in common bond and is rectangular in shape. The northwestern end has two parallel, metal, gable roofs with exposed wood rafter tails. The southwestern side of the northwestern end is occupied by a tobacco shop which has two floors. The northeastern side is used as a warehouse. The rear of the building is used for a warehouse and is all one room. The rear/southeast end of the building is under one metal, clerestory roof.

The front façade, facing northwest, is made up of two bays, one under each of the two gable roofs and flanked by brick pilasters at each end. The northeast bay has a window with a segmented arch and a concrete sill. The window has been filled in with concrete blocks. This bay also has one large, metal, sliding door which opens onto a loading dock comprised of a wood floor resting on concrete block supports. Infilled wood above the door indicates that there was once a much larger door opening. The opening is topped by a segmental arch. The southwest bay is the front of the tobacco shop and has a new display window and a new wood and glass door with sidelights. The door and the window have separate slanted awnings, and segmented brick arches can be seen over the awnings. An old painted sign over the door and window of the northeast bay reads "Dobyns-Taylor." The painted sign that reads "Warehouse" over the door and window of the southwest bay has been partially covered by the sign for the tobacco store.

The northeastern elevation of Section 2 has ten bays separated by plain, brick pilasters. The four bays at the southeastern end are obscured by the passage between Section 1 and Section 2. The bay at the northwestern end has two 12/12, double-hung, wood frame windows with segmental, brick arches and concrete sills. Immediately to the east, the next bay has a window identical to those in the northwestern bay and a wood-covered window over metal double doors. The doors open onto a wood platform with a wood rail. Between the bay with the doors and the passage between Section 1 and Section 2, two bays are visible, each containing two wood-covered windows covered with concrete sills. The northeast end of the southwest elevation is mostly covered by Section 5. However, a bricked-up window and its segmental, bricked arch are visible. The rear/southeast end of the southwest elevation is comprised of eight bays separated by plain, brick pilasters. In each bay are two windows with concrete sills. All of the windows are covered with wood. The southeast elevation is covered by the passage to Section 3 and by Section 4.

The inside of the tobacco shop is retail-oriented with shelves for inventory, a sales counter, and several small shopping areas. All of these features are new, and therefore, not historic. There is also an office. Indoor stairs access the upper level. The rear of Section 2 is completely open and is currently vacant. There are concrete supports for the roof, and a wood floor. The underside of the roof is wood; there is no ceiling.

The passage connecting Section 2 with Section 3 was probably built after 1932. It is constructed of brick laid in common bond and is rectangular in shape. Its southwestern elevation is the only visible portion. It has three windows, all of which are covered with plywood, with concrete sills and brick, soldier course headers.

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It is accessed from the outside by a wood door with a brick, soldier course header located near the southeast end of the passage. In addition to the hallway leading from Section 2 to Section 3, there are also two rooms with level, concrete floors. The floor of the passage is concrete and is constructed at an incline from Section 3 to Section 2. Section 2 is accessed from the passage by a large sliding metal door. Section 3 is accessed from the passage by metal double doors.

Section 3

Section 3 was constructed in 1932 as an expansion more suitable to the milling equipment used by the new owner, Miller-Smith Hosiery Mill. This one-story addition is constructed of brick laid in common bond, is rectangular in shape, and has a metal, clerestory roof with multi-light windows. The northeastern and southeastern elevations of Section 3 are mostly covered by Section 4.

Less than half of the northwestern elevation is visible because much of the northeastern end of that elevation is covered by the passage connecting Section 2 with Section 3. The two visible bays are mostly occupied by large multi-light windows with pivot windows in the middle. All windows have a concrete sill and soldier course headers.

The southwestern elevation has six bays, each with a large multi-light window and three adjacent pivot windows about one foot above the sill. Windows have concrete sills. The bay at the southeastern end of the southwestern elevation has a wood door opening onto a concrete ramp with concrete walls.

Section 3 has wood floors and no interior walls. The clerestory roof is supported by concrete columns.

Section 4

Constructed in 1956, Section 4 is the largest of the five sections and comprises the entire southeastern end of the building. It is constructed of concrete block and has a concrete floor. It has a flat, gypsum roof, no windows and no ceiling. The interior wall is constructed of concrete block and has an opening to allow access between subsections. The southeastern elevation has a metal door near the south corner of the building, and a large, metal overhead roller door at the center of the elevation.

Two metal overhead roller doors are located near the section's northernmost corner on its northwest elevation. They are situated at a height that makes them conducive to loading and unloading large trucks. Both doors are under a metal, shed-roof awning. A metal door is located on the northwest elevation where it abuts the ell of Section 1.

Section 5

Like Section 4, Section 5 was constructed in 1956. It is the smallest of the five sections. Constructed of concrete block and brick laid in common bond, Section 5 has a flat roof and is attached to the northwestern end of the southwestern elevation of Section 2. Like Sections 1 and 2, Section 5 has a front façade that faces northeastward toward Clinchfield Street. Currently vacant, this section was most recently occupied by a restaurant.

The northwestern front façade is the only elevation of Section 5 that is of brick construction. The brick surrounds an area of vertical wood planks in which a modern, metal door with sidelights is flanked by two multi-light metal windows. Cloth awnings hang over the door and windows.

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The southwestern elevation is constructed of concrete block with some brick. Two windows with metal frames, concrete sills, and metal security bars are located on this elevation.

The southeastern/rear elevation is constructed of concrete block. It has two windows that flank wood French doors located in the center of the elevation. The doors open onto a wood porch with a metal, shed roof.

Reservoir (Contributing Structure)

Six feet southwest of, and parallel with, the southwest elevation of the rear portion of Section 2 is a 75 ft. x 20 ft. concrete reservoir which was constructed prior to 1919. It is surrounded by a wood fence. Although its original purpose is unknown, it is believed to have been part of the hosiery dying process. The structure is therefore considered contributing due to its probable use as part of the property's industrial history.

Setting and Landscape Features

The mill building covers the majority of the nominated property. A gravel parking lot is at the northwest corner of the property along Clinchfield Street and Press Street. An asphalt parking lot is to the northeast of Sections 2 and 5. Between the reservoir and the rear of Section 5 are two of the four concrete foundation blocks upon which rested the legs of an elevated water storage tank (see Figure 3). The larger of the two blocks is in the shape of a pyramidal frustum. Each side is about 1.5 feet in length at the top and extends about 1.5 feet above the ground. The other foundation block appears to have been originally of the same size and shape but has worn down over time and has a more rounded top. The tank is visible in photos from 1918 and 1920. Photos from 1946 show that the tank was no longer present, but its legs were still standing. The year in which the tank's legs were disassembled is unknown.



Figure 3: Kingsport Hosiery Mills, 1923. From the Kingsport Times, February 23, 1923.

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This property is in an area of downtown Kingsport in which many of the town's first and most prominent industrial plants were located (see Figure 4). Though much of the original industrial plants have been demolished, including the primary facilities of the Kingsport Press, a building formerly occupied by Holliston Mills of Tennessee still stands across Clinchfield Street from the Kingsport Hosiery Mills building. A massive modern factory for Domtar Paper Company is one block to the southwest. The remainder of the setting now includes commercial buildings and apartment buildings.

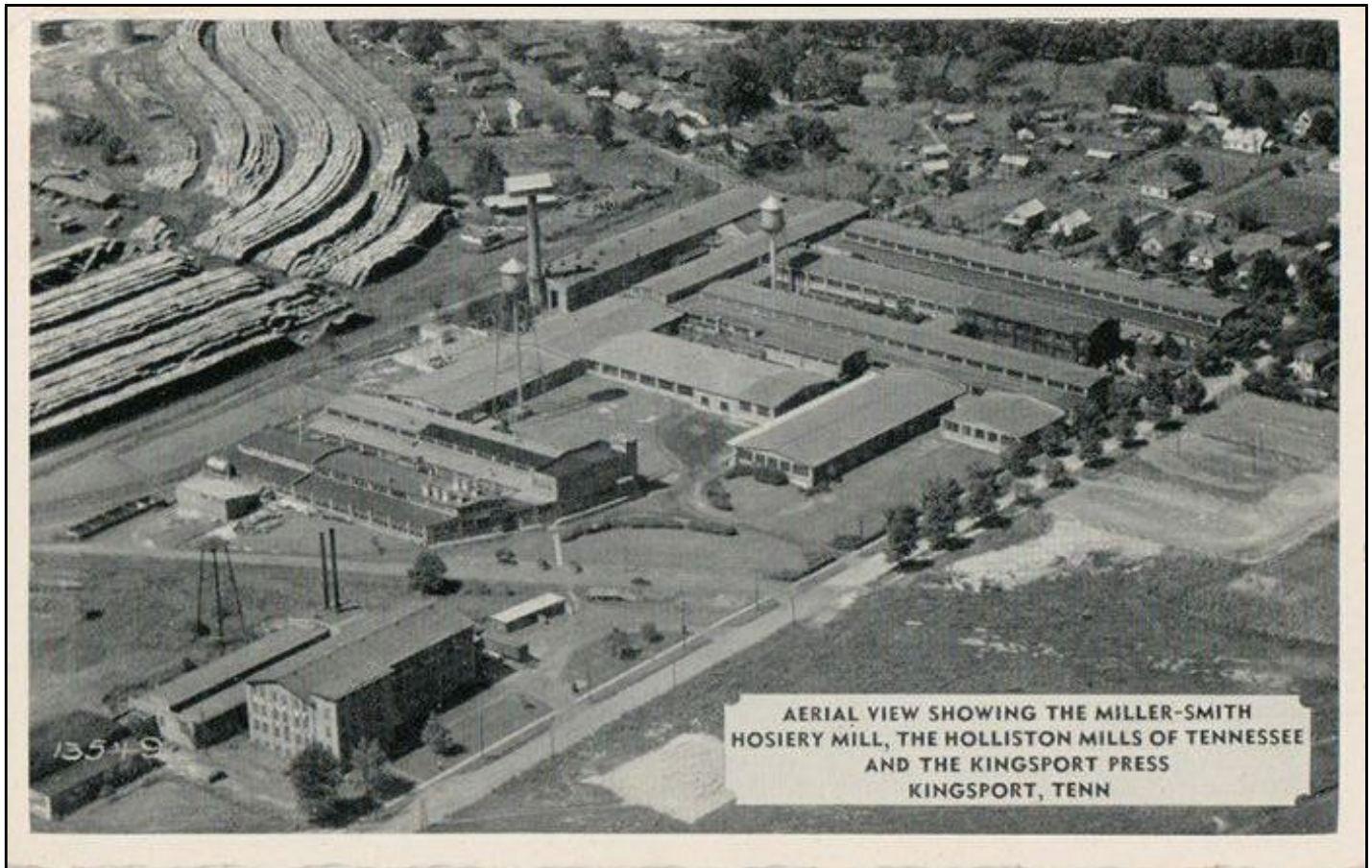


Figure 4: Industry in Kingsport, circa 1946. Source: Sullivan County TNGenWeb website at <https://tngenweb.org/sullivan/vintage-postcards-of-sullivan-county-kingsport/miller-smith-hosiery-holliston-mills-kingsport-press/>, Accessed April 2, 2020.

Integrity

Kingsport Hosiery Mills has an overall high degree of integrity. The mill building and reservoir are in their original locations. The setting has changed as industrial plants were demolished and replaced by commercial and multi-family residential developments. Though setting has been altered, this aspect of integrity is not a crucial component of the property's significance as it does not significantly affect the property's ability to convey its significance. The property's most important components are its integrity of materials, design, workmanship, association, and feeling. A majority of the characteristic features of the Kingsport Hosiery Mills have been retained. These features include the building's original overall form and historic additions, brick and concrete exterior materials, and original wood and metal windows. The only exterior non-historic change was the loss of a portion of the fourth floor due to severe storm damage in 1998, but the large amount

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of other intact materials still allows the building to convey its industrial history and significance. The building retains its important interior features, such as wood floors, brick or concrete block walls, concrete supports, and exposed upper floor and roof truss systems. Most of the interior layout remains as originally constructed. The historic industrial significance of the building is easily conveyed by the property's intact features. Thus, the Kingsport Hosiery Mills property retains its integrity of association and feeling.

DRAFT

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Industry

Period of Significance

1917 - 1970

Significant Dates

1917, 1932, 1943, 1945, 1956

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Sears, W.H.

Park-Grimes Company

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Statement of Significance Summary Paragraph

The Kingsport Hosiery Mills in Kingsport, Sullivan County, Tennessee is eligible for listing in the National Register of Historic Places under Criterion A in the area of Industry for its contribution to the industrial development of Kingsport from 1917 until 1970. Kingsport was conceived to be an industrial city based on a carefully prepared plan, and the Kingsport Hosiery Mills reflected the ideals and principles of the founders of this "Model City." The mill provided good and steady employment opportunities for economically disadvantaged people in a developing area of southern Appalachia. It produced a quality product that achieved international distribution. Its building continued to support the local economy long after it was no longer used for the manufacture of hosiery. It is one of the few buildings still standing which had a place of high importance in the history of Kingsport's early industrial development. After the hosiery mill use ended in the mid-20th century, the building continued to play a vital role in Kingsport's industrial processes as part of the storage and distribution processes for the Kingsport Press and Dobyns-Taylor Hardware Company.

Narrative Statement of Significance

In its early days, Kingsport's commerce was generated by its location on the Great Road between Nashville (Nashborough) and Washington, DC, as well as its position as the farthest upstream point on the Holston River from which flatboats could be launched. As flatboats and long-distance road transportation were replaced by steamboats and railroads, Kingsport became isolated. The Holston River was not navigable for steamboats, and the railroad built through eastern Tennessee in 1859 was routed well south of the town. Following the Civil War, Kingsport went into steady decline.¹

In 1908, the decline was reversed when George L. Carter, owner of the Carolina, Clinchfield, and Ohio Railroad (CC&O), had tracks constructed to connect Kingsport with Virginia's coal deposits. This new rail access empowered Kingsport to become an industrial center and rapid growth took place between 1910 and 1915. Taking advantage of this growth, John B. Dennis and J. Fred Johnson established the Kingsport Improvement Company in 1915. Their actions resulted in "the first thoroughly diversified, professionally planned, and privately financed city in twentieth-century America."²

As part of Kingsport's industrial expansion, the Kingsport Hosiery Mills was incorporated on March 13, 1917. According to *Manufacturer's Record*, a gentleman from New York was shown around the Kingsport area by J. Fred Johnson and was emotionally stirred by the austere lifestyle of people, especially the women, living in the mountains. When this gentleman asked Johnson what he could do to help these people, Johnson suggested opening a hosiery mill to provide employment opportunities. Very soon thereafter, the gentleman delivered a check for \$250,000 to start the enterprise.³

Incorporation of Kingsport Hosiery Mills followed incorporation of "Modern Kingsport" by only a few days. The Charter of the City of Kingsport, Tennessee, was approved by the Tennessee General Assembly on

¹ Gray Stothart, "Clinchfield Railroad Station", [Kingsport, Tennessee], SAH Archipedia, eds. Gabrielle Esperdy and Karen Kingsley, Charlottesville: UVaP, 2012--, <http://sah-archipedia.org/buildings/TN-01-163-0017>, accessed June 5, 2020.

² Margaret Ripley Wolfe, *Kingsport, Tennessee: A Planned American City* (Lexington, KY: University of Kentucky, 1987), 1.

³ Wolfe, *Kingsport, Tennessee: A Planned American City*, 68.

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February 28, 1917 and signed by Governor Tom C. Rye two days later.⁴ Kingsport's original Board of Mayor and Aldermen held its first meeting on March 15, 1917.⁵

By the end of March 1917, plans and specifications had been developed by architect William Hatfield (W.H.) Sears of Chattanooga, and a construction contract was awarded to Park-Grimes Co., also of Chattanooga. Initially, a 300 ft. long, 60 ft. wide, four-story brick building was to be erected. The construction contract amount was \$45,975. Machinery to be installed would include 500 knitters and accompanying apparatus and capitalization of the project was estimated at \$500,000.⁶ Section 1 is this initial building constructed in 1917 by Park-Grimes Co., and Section 2 was built shortly after Section 1 was completed (see Figure 5).



Figure 5: Kingsport Hosiery Mills, ca. 1918. From City of Kingsport Archives

⁴ Scott Robertson, "Kingsport: Born of Industry." *Kingsport 100, Celebrating the Kingsport Spirit > 2017. The Business Journal of Tri-Cities Tennessee/Virginia*, March 2017, p 19. <http://bjournal.com/wp-content/uploads/2017/03/KptCentennialMarch2017.pdf>.

⁵ Vince Staten, *Unconventional History of Kingsport* (Kingsport, TN: The Kingsport Publishing Company, 2016), 22.

⁶ "Contract Awarded", *Textile World Journal*, Vol. 52, No. 18, (Mar 31, 1917), 59.

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William Hatfield Sears, a 1904 graduate of Columbia University, worked as an architect in New York City, then briefly in Atlanta, and finally in Chattanooga. He was a member of the American Society of Heating and Ventilating Engineers, the American Institute of Architects, and the Tennessee State Board of Architectural and Engineering Examiners. While in New York, working for Snelling and Potter, he was responsible for the Staten Island Terminal.⁷ W. H. Sears designed numerous buildings of various types and uses in the Chattanooga area. One building designed by Sears is Marion Post No. 62, an Egyptian Revival style building in South Pittsburg, Tennessee, listed in the National Register (NRHP 11/22/2016).⁸ Sears designed at least three hosiery mills in and near Chattanooga in 1919: A 200 ft. X 50 ft. brick building for Davenport Hosiery Mills (Chattanooga), a 60 ft. X 540 ft. building for United Hosiery Mills (Chattanooga), and a 50 ft. X 100 ft. building for Richmond Hosiery Mills (Graysville, TN).⁹

America's Textile Reporter: For the Combined Textile Industries reported that the Kingsport Hosiery Mills' early directors were Mark W. Potter, H. R. Dennis, J. Fred Johnson, J. C. Stone, and W. B. Davis.¹⁰ Many of these men were important and influential in the establishment and early history of Modern Kingsport.

Mark W. Potter replaced George L. Carter as President of the Carolina, Clinchfield and Ohio Railroad in 1911.¹¹ He was also a member of the board of directors of Federal Dyestuff and Chemical Corporation which was the first manufacturing facility constructed in Kingsport.¹²

H. R. Dennis was the brother of John B. Dennis. Although John B. Dennis, as a co-founder of the Kingsport Improvement Corporation, is very well known for his involvement in Modern Kingsport's early development, his brother, H. Ray Dennis, was also involved with the Carolina, Clinchfield and Ohio Railroad and the planning of Kingsport.¹³

Jerry C. Stone had a direct connection to George L. Carter, having served as his treasurer. Stone invested heavily in the Kingsport Brick Corporation, which was established in 1910, and in the Kingsport Pulp Corporation, later known as Mead Corporation, which was organized in 1916 and began production in 1917. These two businesses were among the first five industries to develop in Kingsport between 1910 and 1917 following completion of the railroad.¹⁴

⁷ J. L. Herndon, "Architects in Tennessee until 1930: a Dictionary" (doctoral dissertation, Columbia University, 1975).

⁸ Melissa Mortimer, "Marion Post No. 62.", National Register of Historic Places Nomination Form. Tennessee Historical Commission, Nashville, 2016, 9-10.

⁹ "Knitt: Chattanooga, Tenn", *Textile World Journal*, Vol 55, No. 23, (Jun 7, 1919): 127; "Textile Mills," *Manufacturers Record*, Vol 76, No 12, (Sep 18, 1919): 136e.

¹⁰ "Kingsport: Kingsport Hosiery Mills, Inc.," *America's Textile Reporter: For the Combined Textile Industries*, Vol 36, No 7, (Feb, 1922): 1157.

¹¹ Wolfe, *Kingsport, Tennessee: A Planned American City*. 19.

¹² "Federal Dyestuff and Chemical Corporation, Kingsport, Tennessee." *CororantsHistory.Org* (2004).
<http://www.colorantshistory.org.FederalDyestuff.html>, accessed April 30, 2020.

¹³ Wolfe, *Kingsport, Tennessee: A Planned American City*, 17, 26, 41-45.

¹⁴ Wolfe, *Kingsport, Tennessee: A Planned American City*, 13-36.

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J. Fred Johnson has been called “the Father of Kingsport” by residents. Originally from Hillsville, Virginia, Johnson came to Kingsport as a result of his association with his brother-in-law, George L. Carter.¹⁵ After working for a time optioning land for the Carolina, Clinchfield, and Ohio Railroad and in other capacities under George L. Carter, Johnson was made president of Kingsport Improvement Corporation on New Year’s Eve 1915. He was devoted to fair treatment of employees by business owners. Johnson was quoted by *Readers’ Digest* as saying “We have no room for sweatshops.”¹⁶ These beliefs were reflected in the way the owner of Kingsport Hosiery Mills treated employees.

Of the five men who comprised the mill’s first board of directors, W. B. Davis was the only one not associated with other aspects of the early development of Modern Kingsport. He was the president of W. B. Davis and Son Company, which owned hosiery mills in Fort Payne, Attalla, and Gadsden, Alabama.¹⁷ The W. B. Davis Hosiery Mill (NRHP 05/08/1986) in Fort Payne, Alabama, began hosiery milling operations in 1909 and is listed in the National Register of Historic Places. It was responsible for the introduction of hosiery manufacture in Fort Payne, which has been called the “Sock Capital of the World.” Evidence indicates that Davis was in agreement with J. Fred Johnson regarding treatment of employees. Davis’s mill complex at Fort Payne included a swimming pool, an interdenominational church, and a clubhouse for use by employees.¹⁸

When operations began in 1917, the Kingsport Hosiery Mills plant had the capacity to produce 26,400 pairs of finished hose daily and it employed 85 people.¹⁹ By the end of 1919, the number of employees had increased to 150 and General Manager John H. Baines expected to increase output by 50 percent. Company president W. B. Davis had established a nursing service, a health plan, a rest area, and a restaurant for the mill’s employees by the end of 1919.²⁰ In November of that same year, Mr. Davis began carrying out plans to develop a park on the grounds surrounding the building with the idea of providing the employees with opportunities for recreation during their lunch period and after working hours.²¹

When other industrial plants in Kingsport had to suspend operations in early December 1919 due to a coal shortage created by a miners’ strike, the Kingsport Hosiery Mills was the only factory able to continue production. Because it used power generated by Kingsport Utilities, it was able to operate on a 48-hours-per-week basis.²² Instead of shutting down, the mill was hiring. On December 19, Kingsport Hosiery Mills placed an advertisement on page five of the *Kingsport Times* notifying the public that it had “openings for

¹⁵ Margaret Ripley Wolfe, “J. Fred Johnson,” *Tennessee Encyclopedia*. Tennessee Historical Society, Oct 8, 2017, <https://tennesseeencyclopedia.net/entries/j-fred-johnson/>, accessed May 1, 2020.

¹⁶ Staten, *Unconventional History of Kingsport*. 20.

¹⁷ “Dinner to James Huff,” *Textile World Journal*, Vol 57, Part 2, (Mar 6, 1922): 106.

¹⁸ Shirley Qualls, “Alabama Builders’ Hardware Manufacturing Co.,” National Register of Historic Places Nomination Form. Alabama Historical Commission, Montgomery, 1986, S8-1.

¹⁹ Howard Long, *Kingsport, A Romance of Industry* (Kingsport, TN: The Sevier Press, 1928), 185.

²⁰ Wolfe, *Kingsport, Tennessee: A Planned American City*. 68.

²¹ “Park Planned for Hosiery Employees.” *The Kingsport Times*, Nov 4, 1919, vol. 4, no. 51, p 1.

²² “Kingsport Plants May Suspend Soon.” *The Kingsport Times*, Dec 5, 1919, vol. 4, no. 60, p 1.

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fifteen additional girls over sixteen years of age.” The ad touted the fact that “Experienced girls whom we have taught are making from twelve to twenty dollars per week.”²³

Fourteen months after the end of World War I, between January 1920 and July 1921, the United States experienced a sharp deflationary recession. At some point during this period all of Kingsport’s industrial plants became inactive, except for Kingsport Hosiery Mills. The local newspaper reported, “It did not suspend operations for so much as a month, and during 1921 and the early part of 1922, when the hard times were perhaps at their worst, its steady payroll meant much to Kingsport.”²⁴

In February 1923, the mill employed 200 persons and was considering increasing this number to 250. The strategy for increasing employment was part of the company’s plan to increase product output. It was credited by the *Kingsport Times* with giving the town’s business section the benefits of a considerable and steady payroll and providing employment to people who would not otherwise be able to find work.²⁵

On page three of its February 23, 1923, issue, the *Kingsport Times* provided a description of the Kingsport Hosiery Mills as the facilities existed at that time (and see Figures 3, 5, 6 and 7):

The hosiery mill building, a three-story brick structure of very attractive architecture and modern design, was erected at a cost of \$85,000. It consists of a main building with ground dimensions of 50 feet by 150 feet and a wing with ground dimensions of 50 feet by 100 feet. The total floor space of the entire building is 35,000 square feet, or nearly an acre. The wing is only one story high and houses the boarding, dyeing and pressing departments. The main building is three stories in height, exclusive of the basement. In the basement there is a lunch room for the employees and a stock room. The private and general offices, the finishing department, and the clocking department are located on the first floor. On the first floor there is also a box factory, the plant making its own boxes in which to ship its product. The second floor is occupied by the looping, inspecting and mending departments, and by a fully equipped hospital room and rest room. On the third floor are the winding, knitting and ribbing departments. The machinery for the work carried on in these departments consists of five winding machines, 258 knitting machines, and 28 ribbing machines. Forty employees work on this floor. The entire building is especially well lighted, heated and ventilated. The rooms where the women work are kept spotlessly clean, and all of the surroundings are sanitary. The mill is equipped with the latest automatic machinery throughout, enabling it to produce in the most efficient manner and at a minimum of wastage in labor or material. A great deal of this machinery was installed during the past year... Perhaps there is no other hosiery mill in the country where more precautions are taken to safeguard the health and welfare of the employees than are taken in the Kingsport Hosiery Mills. In the local plant every step possible has been taken to insure their comfort and to provide them with not only sanitary but comfort giving and attractive surroundings. The lunch room, before mentioned, gives them a private and commodious place in which to eat their lunch, and hot coffee is served free over the lunch counter at noon. Besides being spotlessly clean and orderly on the interior, the hosiery

²³ Advertisement: “Wanted -- Girls” *The Kingsport Times*, Dec 19, 1919, p 5.

²⁴ “Kingsport Has Modern, Well Equipped Hosiery Mill.” *The Kingsport Times*, Feb 23, 1923, p 3.

²⁵ “Kingsport Has Modern, Well Equipped Hosiery Mill.” *The Kingsport Times*, Feb 23, 1923, p 3.

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mill is, on the exterior, one of the most attractive plants in Kingsport. The grounds are kept scrupulously neat and are covered with a beautiful bluegrass sod, with cinder driveway.



Figure 6: Kingsport Hosiery Mill, ca. 1920. From *The Kingsport Times*, May 7, 1977.

The mill's production continued to increase steadily. By 1928 its daily output had expanded to 26,400 pairs and the number of employees increased to 417, of which 296 were women. Approximately ten railroad carloads of finished product were shipped each month, while fourteen cars of raw materials were received. It ranked among the leading hosiery mills of the South, and its products were sold under a variety of

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trademarks. The mill's products found markets throughout the United States, and in parts of Canada, Europe, South America, and China.²⁶



Figure 7: Kingsport Hosiery Mills, ca. 1920. From City of Kingsport Archives

Initially, the mill made seamless hose for ladies, men, and children. Raw materials for this product included artificial silk from New York and Chicago, and mercerized cotton or yarn from Chattanooga, Tennessee. In the summer of 1927, the mill began production of full fashion hose for ladies. For this product, only pure silk from Japan was used.²⁷

Although the Kingsport Hosiery Mills continued to thrive through the recession of 1920 and 1921, it did not fare as well during the Great Depression which began in October of 1929. By 1932 the Kingsport Hosiery Mills had closed and its machinery was removed. In that same year, the Miller-Smith Hosiery Mill began operations in the recently vacated buildings. An extension, Section 3, was added in 1932 which was more suitable to the type of machines used by Miller-Smith. The facility was devoted to the knitting of full-

²⁶ Long, *Kingsport, A Romance of Industry*. 185.

²⁷ Long, *Kingsport, A Romance of Industry*. 187.

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fashioned women's hosiery. With only seventy employees and an output of 2400 pair per day, both employment and production were significantly reduced from the pre-recession days.²⁸

Miller-Smith Hosiery Mill differed from the original Kingsport Hosiery Mills not only in output, employment, and product, but also in the relationship between owners and employees. The Women's Bureau of the Department of Labor noted in a 1935 survey that there were no doors on toilet compartments, unsanitary water fountains, and not enough seats for occasional periods of rest. In September of that same year, employees of the mill went on strike over the allegation that union members had been discharged after they allegedly forced a nonunion employee to leave the mill.²⁹ Four years later, the Wage and Hour Division of the U. S. Department of Labor issued special certificates for the employment of laborers in the hosiery industry which allowed certain mills to pay wages lower than the minimum wage established in the Fair Labor Standards Act of 1938. The Miller-Smith Hosiery Mill in Kingsport was among the businesses granted this special allowance.³⁰

By 1943, Miller-Smith Hosiery Mill was no longer operating in Kingsport, and the Kingsport Press took over the buildings. They used all sections of the building until 1945, when it was purchased by Dobyns-Taylor Hardware (see Figures 8 and 9).



Figure 8: Kingsport Hosiery Mills, 1946. From City of Kingsport Archives

²⁸ Rotary Club of Kingsport, Tennessee. *Kingsport, City of Industries, Schools, Churches and Homes*. Kingsport, TN, 1937.

²⁹ Wolfe, *Kingsport, Tennessee: A Planned American City*. 130-131.

³⁰ Notice of Issuance of Special Certificates for the Employment of Laborers in the Hosiery Industry, Vol 4, Fed. Reg., p. 3894, Sep 13, 1939.

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Figure 9: Kingsport Hosiery Mills (Dobyns-Taylor Hardware Warehouse and Kingsport Press Warehouse), 1952. From *Kingsport Times*, June 4, 1952

After Dobyns-Taylor assumed ownership, the Kingsport Press utilized only Section 3. In 1956, Section 4 was constructed for the purpose of serving as a warehouse for the Press's paper.³¹ The Press used Section 4 until the business closed in 2006.³² The Kingsport Press's use of the mill buildings was facilitated by the fact that the mill buildings were directly across Clinchfield Street from The Press facilities. Although not used directly in the printing process, the building's storage provided vital support in the overall process and allowed the mill building to maintain a connection with the major engines of industrial development in Kingsport.

For fifty years, the Kingsport Press was a powerful Tennessee presence in the publishing world. It was established in 1922 by Blair and Company, the New York bankers responsible for financing the Clinchfield Railroad (holding company for the Carolina, Clinchfield and Ohio Railway). At that time, John B. Dennis was chairman of the board for the Kingsport Press. Production on the Press's first order began on January 15, 1923 with 50,000 copies of the New Testament. In 1925 the press's fields of publications underwent major

³¹ George S. Taylor, Jr. Interview by Gray Stothart, June 24, 2020.

³² George S. Taylor, Jr. Interview by Jessica Harmon, Apr 4, 2019.

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diversification to include encyclopedias and textbooks. The resulting increase in capacity meant that floor space was enlarged from a few hundred square feet to 12.5 acres. Employment rose to accommodate additional shifts so the press could operate 24 hours a day. The company continued to grow and in 1961 underwent another expansion of its primary facilities. Employment peaked within a few years at 2,500. When the company celebrated its 50th Anniversary in 1973, *Kingsport News* noted that the company was producing millions of books through a complete in-house process of setting the type at a speed of 3,000 characters a second, printing up to five colors on both sides of a mile of paper in five minutes, and binding the printed books. With the Press's high production and distribution rates, the warehouse space provided by the Hosiery Building was a vital part of the Press's manufacturing and distribution process.³³

Although the Kingsport Press was able to keep up with rapid technological advances for a time, the changing needs of the publishing industry eventually surpassed the press's ability to adapt, and the plant closed in April 2006. At that time, 425 people were employed there.³⁴

The Kingsport Press's primary facilities, where the actual printing of publications took place, were located less than 600 feet west of the former mill buildings. None of the Press's primary facilities are extant. In recognition of this business's important contribution to economic development in Kingsport, an actual-size reproduction of an old-style elevated water storage tank has been erected where Kingsport Press facilities were located. The tank displays the words "Kingsport Press" and is visible from the Kingsport Hosiery Mills building. The Kingsport Hosiery Mill building therefore stands as the only extant facility to represent Kingsport Press's significant industrial history.

In 1945, Dobyns-Taylor Hardware purchased the property and began using Sections 1 and 2 as a warehouse. The Kingsport Press rented Section 3 and continued to use it for paper storage.³⁵ Although Dobyns-Taylor was not a component of Kingsport's industrial development, it was an important part of the city's commercial development. When Section 4 was built in 1956, it was also leased to the Kingsport Press, which continued to store paper at that location until they went out of business.³⁶ Dobyns-Taylor used the other sections as its warehouse for storage of inventory for its stores.

The origins of Dobyns-Taylor Hardware can be traced to 1910, when the Rotherwood Interstate Mercantile Company combined its two stores into a single location on Shelby Street (a street in what would become downtown Kingsport). This action started a new retail business called Kingsport Stores. Known as the "Big Store," this business sold a wide variety of goods and was operated and subsequently owned by J. Fred Johnson. The "Big Store" generated a number of offshoot businesses, one of which was Dobyns-Taylor Hardware, which opened its doors in 1922.³⁷ Started by George W. Taylor, Sr. and S. Flem Dobyns, the

³³ Martha Avaleen Egan, "Kingsport Press (Quebecor World, Inc.)," *Tennessee Encyclopedia*. Tennessee Historical Society, Oct 8, 2017, <http://tennesseencyclopedia.net/entries/kingsport-press-quebecor-world-inc/>, accessed May 11, 2020; "'Biggest Wilderness Printery' Marks 50th Year Here Monday," *Kingsport News*, January 12, 1973, 8

³⁴ Martha Avaleen Egan, "Kingsport Press (Quebecor World, Inc.)," *Tennessee Encyclopedia*. Tennessee Historical Society, Oct 8, 2017, <http://tennesseencyclopedia.net/entries/kingsport-press-quebecor-world-inc/>, accessed May 11, 2020.

³⁵ George S. Taylor, Jr. Interview by Gray Stothart, June 24, 2020.

³⁶ George S. Taylor, Jr. Interview by Gray Stothart, June 24, 2020.

³⁷ Margaret Ripley Wolfe, *Kingsport, Tennessee: A Planned American City*. (Lexington, KY: University of Kentucky, 1987), 81.

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business was, for a time, the largest hardware store in Sullivan County and sold chinaware, jewelry, glass, paint, varnish, cement, kitchen furnishings, stoves, ranges, sporting goods, harnesses, and farm equipment.³⁸ The business operated for many years and opened outlets in the neighboring towns of Elizabethton, Jonesborough, and Rogersville, Tennessee. At one point, there were five Dobyns-Taylor Hardware Store locations in Kingsport and two in Rogersville. By 1952, the company employed 178 people.³⁹

Initial owners George W. Taylor, Sr. and Flem Dobyns were prominent Kingsport citizens and contributed to the city's development. George W. Taylor, a director of the First National Bank and of the Kingsport Federal Savings and Loan Association, served as a member of the advisory boards of both firms. He was a member of the City of Kingsport Board of Mayor and Aldermen in the late 1940s and early 1950s and was on the Kingsport Zoning Board. He served on numerous boards for community and education organizations and for Kingsport's Broad Street Methodist Church.⁴⁰ Flem Dobyns, the son of modern Kingsport's first Mayor, J. W. Dobyns, was involved in the civic affairs of the community throughout his life. Like Taylor, he served on several committees and boards of directors and was a member of numerous civic organizations. He organized large community events and assisted with organization of the Kingsport Merchant's Association, which eventually became known as the Kingsport Area Chamber of Commerce. One of Dobyns' ideas resulted in establishment of an event known as the "Santa Train," which has been making its rail excursion north from Kingsport taking gifts and candy to children in the coal fields of Appalachia every November since 1943.⁴¹

In the 1940s, there was a rail access to the mill building's loading dock facing Clinchfield Street and merchandise for the hardware stores was removed from rail cars and placed in the buildings. The section to which an arriving item was taken depended on the store to which it would be transported and sold. Thus, the old hosiery mills buildings also served as a distribution center for Dobyns-Taylor Hardware's multiple locations in Kingsport and several other neighboring towns.⁴²

Dobyns-Taylor Hardware added Section 5 in 1956 to use for additional storage. For a time, it was used exclusively for ladders and was known as the "ladder room." A restaurant occupied Section 5 beginning in 1995, but when the restaurant closed in about 2010, it was converted to storage again.⁴³

When Dobyns-Taylor Hardware ceased retail operations in 1985, it continued to maintain the former hosiery mill building as a warehouse. Since then, space has been leased to various tenants needing storage facilities in downtown Kingsport.

³⁸ Brianne Wright, *Downtown Kingsport* (Charleston, SC: Arcadia Publishing, 2011), 45.

³⁹ Vince Staten, *Unconventional History of Kingsport*. (Kingsport, TN: The Kingsport Publishing Company, 2016), 38; George S. Taylor, Jr. Interview by Gray Stothart, June 24, 2020; "Tennessee Firm's Volume is Measured by Millions," *Hardware Retailer* (November 1952): 92-93, 237.

⁴⁰ "Hardware Firm Founder, G. W. Taylor, 81, Dies." *The Kingsport Times*, Aug 5, 1968.

⁴¹ Sarah Haas. "Holiday Traditions: Our 2001 Holiday Home Preserves a Part of Kingsport's Heritage," *Marquee*. Dec, 2001: 54-55.

⁴² George S. Taylor, Jr. Interview by Gray Stothart, June 24, 2020; "Tennessee Firm's Volume is Measured by Millions," *Hardware Retailer* (November 1952): 92-93, 237.

⁴³ George S. Taylor, Jr. Interview by Gray Stothart, June 24, 2020.

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Collectively, the Kingsport Hosiery Mill's various uses from 1911 to 1970 represent some of Kingsport's most important industries. During the early 20th century, the hosiery mill produced tens of thousands of products sold internationally and provided employment for hundreds of people, even during times of financial and social hardship. In the mid-20th century, the mill's new usage for storage provided vital support to the Kingsport Press which was responsible for the production and sale of millions of books every year. Concurrent storage elsewhere in the building provided important storage and distribution support for the Dobyns-Taylor chain of retail stores throughout the Northeast Tennessee region. The Kingsport Hosiery Mill was a major component in Kingsport's industrial history and meets the requirements to be listed in the National Register of Historic Places.

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Staten, Vince. *Unconventional History of Kingsport*. Kingsport, TN: The Kingsport Publishing Company, 2016.

Stothart, Gray. "Clinchfield Railroad Station", [Kingsport, Tennessee], SAH Archipedia, eds. Gabrielle Esperdy and Kingsley, Karen. Charlottesville: UVaP, 2012--, <http://sah-archipedia.org/buildings/TN-01-163-0017>.

Taylor, George S. Jr. Interview by Gray Stothart, June 24, 2020.

Taylor, George S. Jr. Interview by Jessica Harmon, Apr 4, 2019.

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"Textile Mills," *Manufacturers Record*, Vol 76, No 12, (Sep 18, 1919): 136e.

"Wanted -- Girls" *The Kingsport Times*, Dec 19, 1919, p 5.

Wolfe, Margaret Ripley. "J. Fred Johnson," *Tennessee Encyclopedia*. Tennessee Historical Society, Oct 8, 2017, <https://tennesseeencyclopedia.net/entries/j-fred-johnson/> (accessed May 1, 2020).

Wolfe, Margaret Ripley. *Kingsport, Tennessee: A Planned American City*. Lexington, KY: University of Kentucky, 1987.

Wright, Brianne. *Downtown Kingsport*. Charleston, SC: Arcadia Publishing, 2011.

Previous documentation on file (NPS):		Primary location of additional data:
preliminary determination of individual listing (36 CFR 67 has been requested)		State Historic Preservation Office
previously listed in the National Register		Other State agency
previously determined eligible by the National Register		Federal agency
designated a National Historic Landmark		Local government
recorded by Historic American Buildings Survey #		University
recorded by Historic American Engineering Record #	X	Other
recorded by Historic American Landscape Survey #		Name of repository: First TN Development Dist.
Historic Resources Survey Number (if assigned): SL-4518 and SL-4519		

Kingsport Hosiery Mills
Name of Property

Sullivan County, Tennessee
County and State

10. Geographical Data

Acreage of Property 3.1 **USGS Quadrangle** Kingsport, Tenn-Va 188-SE

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

- | | |
|------------------------|-----------------------|
| 1. Latitude: 36.552014 | Longitude: -82.564008 |
| 2. Latitude: 36.551229 | Longitude: -82.564156 |
| 3. Latitude: 36.550504 | Longitude: -82.562895 |
| 4. Latitude: 36.551039 | Longitude: -82.562400 |

Verbal Boundary Description

The property is bounded by Clinchfield Street on the west, Press Street on the north, a 20 ft. wide alley on the east, and retail commercial property on the south. These boundaries correspond to boundaries of Sullivan County Parcel 046I A 024.00. These boundaries are depicted on the enclosed property tax map. The latitude/longitude coordinates noted above correspond to the four corners of this boundary.

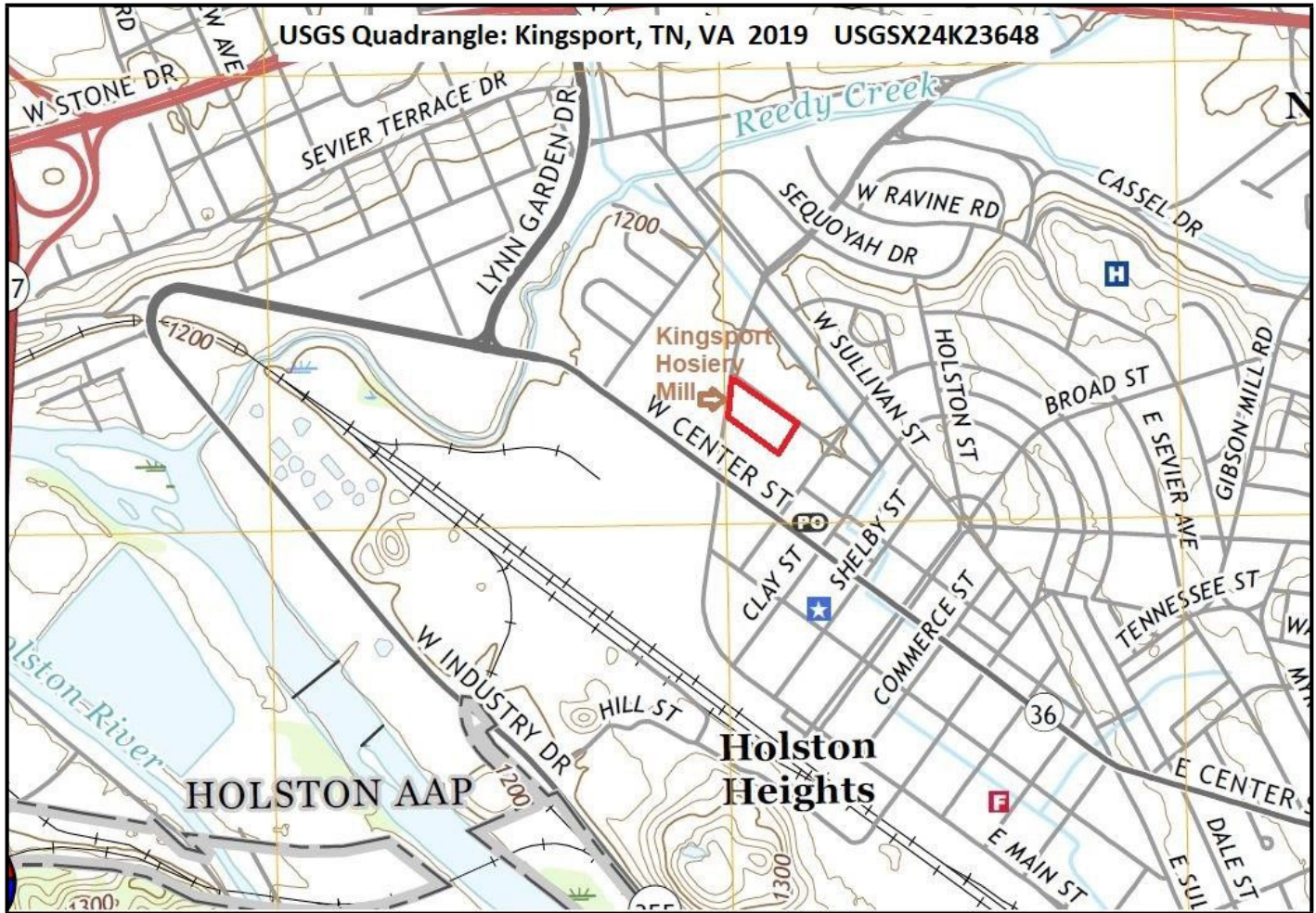
Boundary Justification

The boundaries were selected to include the historic building used by Kingsport Hosiery Mills, Miller-Smith Hosiery Mill, Kingsport Press, and Dobyns-Taylor Hardware.

Kingsport Hosiery Mills
Name of Property

Sullivan County, Tennessee
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USGS Topographic Map



Kingsport, Tenn-Va 188-SE Quadrangle

Original Map Scale 1:24,000



Kingsport Hosiery Mills
Name of Property

Sullivan County, Tennessee
County and State

Property Tax Map

Sullivan County - Parcel: 046I A 024.00



Date: July 7, 2020
County: Sullivan
Owner: DOBYNS TAYLOR HARDWARE
Address: PRESS ST 435
Parcel Number: 046I A 024.00
Deeded Acreage: 0
Calculated Acreage: 3.1
Date of Imagery: 2019

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCA,
Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),
NGCC, © OpenStreetMap contributors, and the GIS User Community
TN Comptroller - OUG

The property lines are compiled from information maintained by your local county Assessor's
office but are not to be used as evidence of proper ownership in any court of law.



Kingsport Hosiery Mills
Name of Property

Sullivan County, Tennessee
County and State

Property Tax Map with Aerial Imagery

Sullivan County - Parcel: 0461 A 024.00



Date: July 7, 2020
County: Sullivan
Owner: DOBYNS TAYLOR HARDWARE
Address: PRESS ST 435
Parcel Number: 0461 A 024.00
Deeded Acreage: 0
Calculated Acreage: 3.1
Date of Imagery: 2019

Esri, HERE, Garmin, © OpenStreetMap contributors
TN Comptroller - OIG
TDOT

The property lines are compiled from information maintained by your local county Assessor's office. It is the user's responsibility to verify the accuracy of the information for any court of law.



Kingsport Hosiery Mills
Name of Property

Sullivan County, Tennessee
County and State

11. Form Prepared By

Name	<u>Gray Stothart</u>		
Organization	<u>First Tennessee Development District</u>		
Street & Number	<u>3211 North Roan Street</u>	Date	<u>June 5, 2020</u>
City or Town	<u>Johnson City</u>	Telephone	<u>(423) 722-5096</u>
E-mail	<u>gstothart@ftdd.org</u>	State	<u>TN</u> Zip Code <u>37601</u>

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.
- **Photographs** (refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints)
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. should be included on a Continuation Sheet following the photographic log and sketch maps)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Put Here
Kingsport Hosiery Mills
Name of Property
Sullivan, Tennessee
County and State
N/A
Name of multiple listing (if applicable)

Section number Photos and Plans Page 31

Photo Log

Name of Property: Kingsport Hosiery Mills
City or Vicinity: Kingsport
County: Sullivan State: Tennessee
Photographer: Gray Stothart
Date Photographed: June 1, 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 60. Façade direct. Photographer facing southeast.
- 2 of 60. Façade oblique. Photographer facing east.
- 3 of 60. Façade oblique. Photographer facing south.
- 4 of 60. Section 1 façade and northeast elevation. Photographer facing south.
- 5 of 60. Section 1 northeast and southeast elevations, Section 4 northeast elevation. Photographer facing west.
- 6 of 60. Section 1 northeast elevation. Photographer facing southwest.
- 7 of 60. Section 1 façade. Photographer facing southeast.
- 8 of 60. Section 1 façade and southwest elevation. Photographer facing east.
- 9 of 60. Passage between Section 1 and Section 2. Photographer facing southeast.
- 10 of 60. Section 2 façade and northeast elevation. Photographer facing south.
- 11 of 60. Section 2 façade. Photographer facing southeast.
- 12 of 60. Section 5 façade. Photographer facing southeast.
- 13 of 60. Section 5 façade and southwest elevation. Photographer facing east.
- 14 of 60. Section 2 southwest elevation. Photographer facing southeast.
- 15 of 60. Section 5 southwest and southeast elevations. Photographer facing north.

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Kingsport Hosley Mills
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Section number Photos and Plans Page 32

- 16 of 60. Section 5 southeast elevation. Photographer facing northwest.
- 17 of 60. Reservoir and Section 2 southwest elevation. Photographer facing southeast
- 18 of 60. Reservoir. Photographer facing northeast.
- 19 of 60. Passage between Section 2 and Section 3 and northeast façade of Section 3. Photographer facing east.
- 20 of 60. Section 2 southwest elevation. Photographer facing northeast.
- 21 of 60. Section 2 southwest elevation oblique. Photographer facing east.
- 22 of 60. Section 3 northeast and southwest elevations. Photographer facing east.
- 23 of 60. Section 3 southwest elevation. Photographer facing northeast.
- 24 of 60. Section 3 southwest elevation. Photographer facing north.
- 25 of 60. Section 4 southwest elevation. Photographer facing east.
- 26 of 60. Section 4 southwest and southeast elevations. Photographer facing north.
- 27 of 60. Section 4 southwest and southeast elevations. Photographer facing northeast.
- 28 of 60. Section 4 southeast and northeast elevations. Photographer facing west.
- 29 of 60. Section 4 southeast and northeast elevations. Photographer facing northwest.
- 30 of 60. Section 4 northeast elevation. Photographer facing west.
- 31 of 60. Interior view of Section 1 basement. Photographer facing west.
- 32 of 60. Interior view of Section 1 basement. Photographer facing southeast.
- 33 of 60. Interior view of Section 1 basement. Photographer facing northwest.
- 34 of 60. Interior view of Section 1 basement elevator door. Photographer facing northeast.
- 35 of 60. Interior view of Section 1 first floor. Photographer facing southeast.

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- 36 of 60. Interior view of Section 1 first floor. Photographer facing southeast.
- 37 of 60. Interior view of Section 1 first floor. Photographer facing north.
- 38 of 60. Interior view of Section 1 ell staircase landing between first and second floors. Photographer facing southwest.
- 39 of 60. Interior view of Section 1 second floor. Photographer facing northwest.
- 40 of 60. Interior view of Section 1 second floor. Photographer facing east.
- 41 of 60. Interior view of Section 1 second floor. Photographer facing north.
- 42 of 60. Interior view of Section 1 third floor. Photographer facing west.
- 43 of 60. Interior view of Section 1 third floor. Photographer facing northwest.
- 44 of 60. Interior view of Section 1 third floor. Photographer facing east.
- 45 of 60. Interior view of Section 1 third floor ell. Photographer facing northeast.
- 46 of 60. Interior view of Section 1 fourth floor ell. Photographer facing northwest.
- 47 of 60. Interior view of Section 1 fourth floor ell. Photographer facing west.
- 48 of 60. Interior view of Section 1 fourth floor ell. Photographer facing southeast.
- 49 of 60. Interior view of passage between Section 2 and Section 3. Photographer facing northwest.
- 50 of 60. Interior view of passage between Section 2 and Section 3. Photographer facing southeast.
- 51 of 60. Interior view of Section 2. Photographer facing north.
- 52 of 60. Interior view of Section 2. Photographer facing northwest.
- 53 of 60. Interior view of Section 2. Photographer facing north.
- 54 of 60. Interior view of Section 3. Photographer facing northeast.
- 55 of 60. Interior view of Section 3. Photographer facing northeast.
- 56 of 60. Interior view of Section 3. Photographer facing northeast.

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57 of 60. Section 1 Ell northeast elevation. Photographer facing south.

58 of 60. Section 1 loading dock and façade door. Photographer facing south.

59 of 60. Interior view of Section 2 Tobacco Shop. Photographer facing southeast.

60 of 60. Interior view of Section 2 Tobacco Shop. Photographer facing northeast.

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National Park Service

National Register of Historic Places Continuation Sheet

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Kingsport Hosier Mills

Name of Property

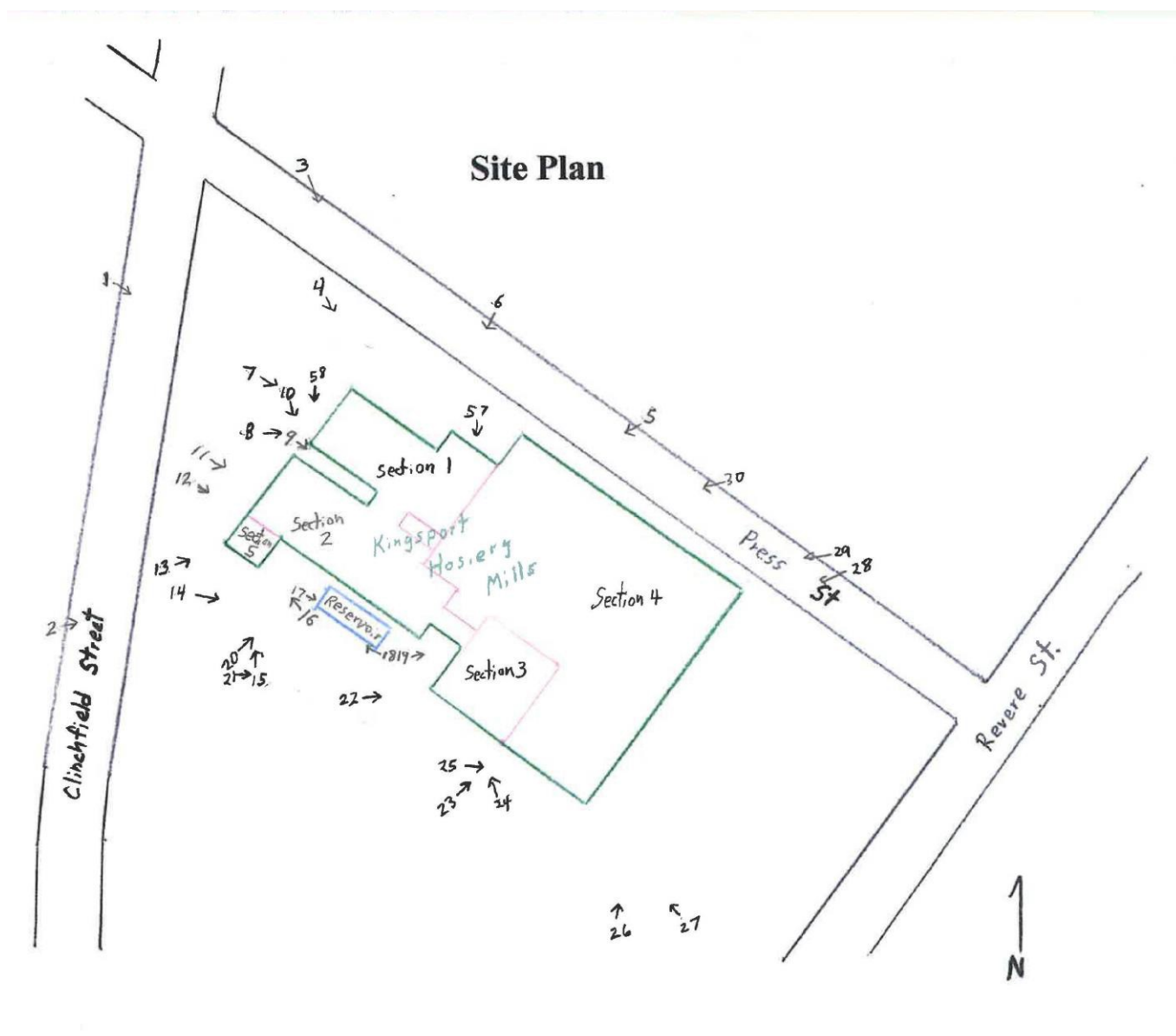
Sullivan, Tennessee

County and State

N/A

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Not to Scale

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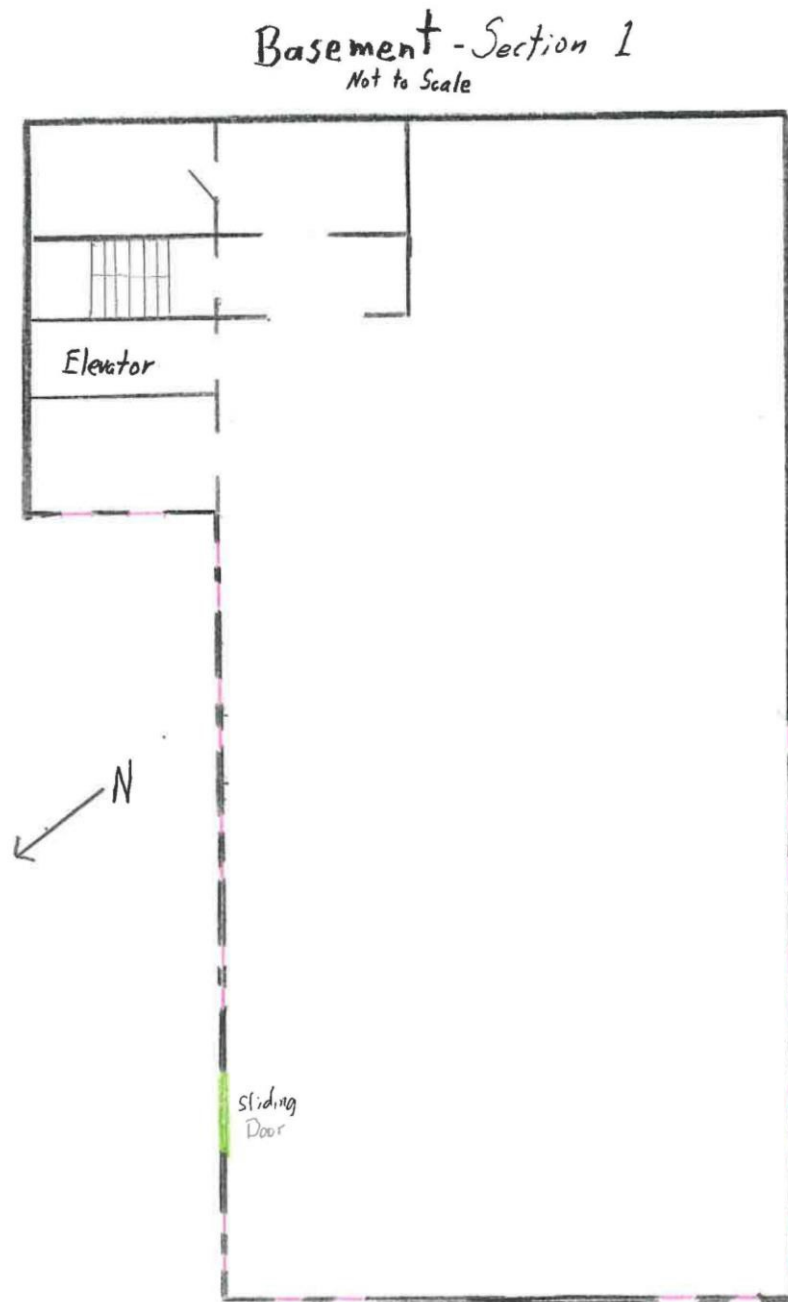
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Floor Plans (All Plans are Not to Scale)



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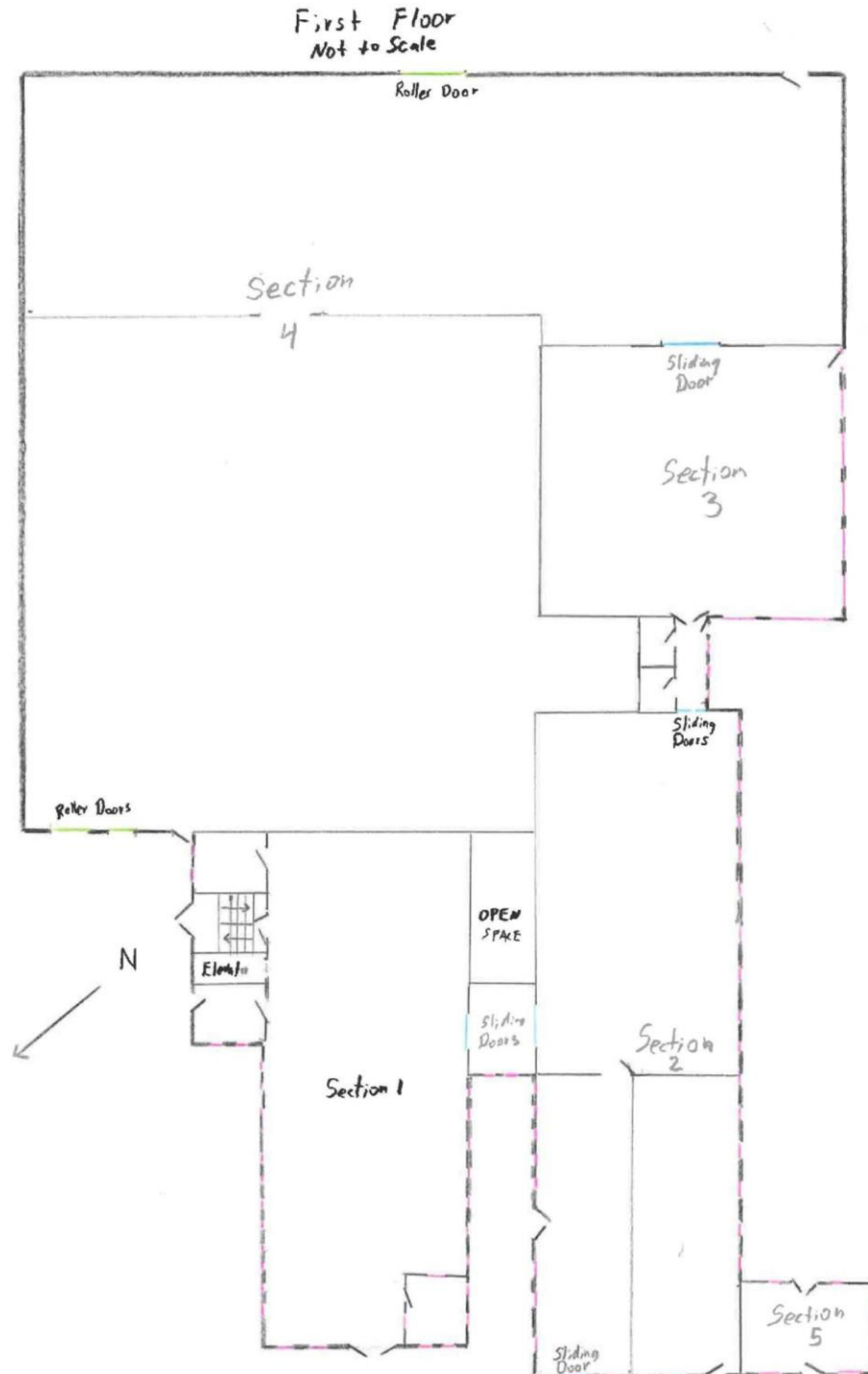
County and State

N/A

Name of multiple listing (if applicable)

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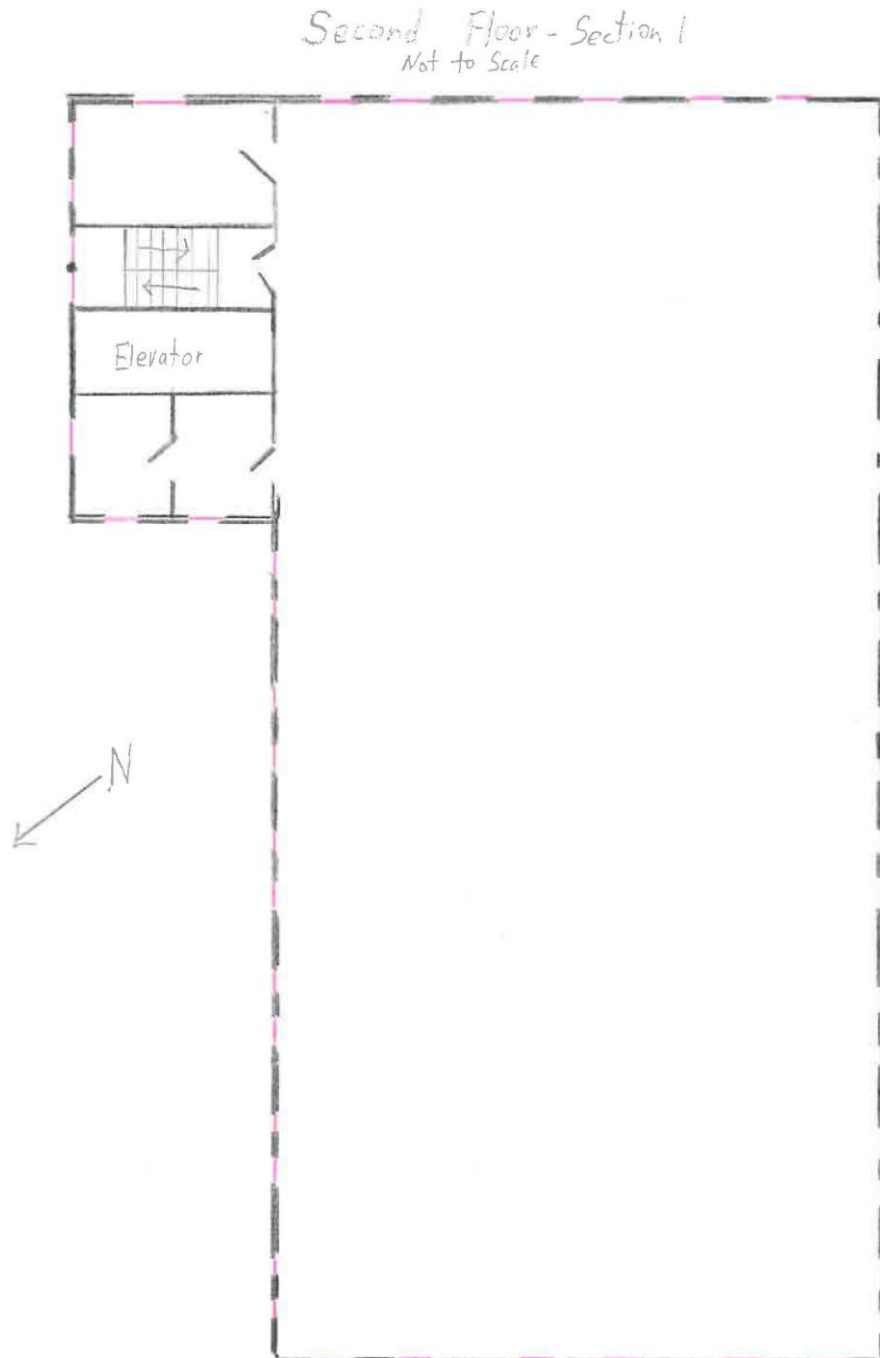


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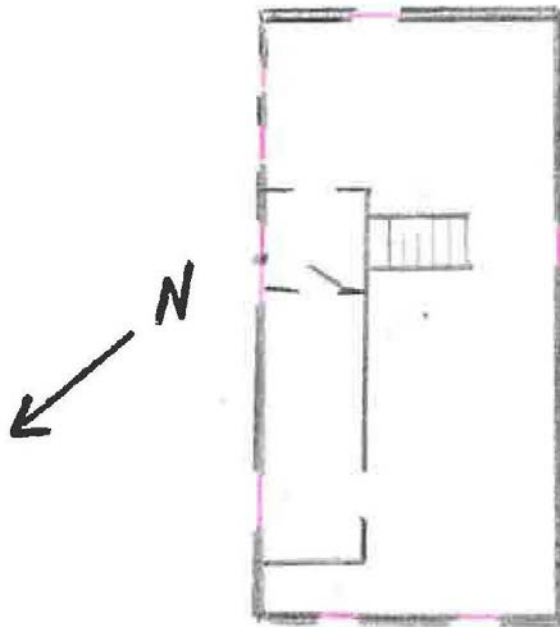
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Name of multiple listing (if applicable)

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Fourth Floor
Not to Scale



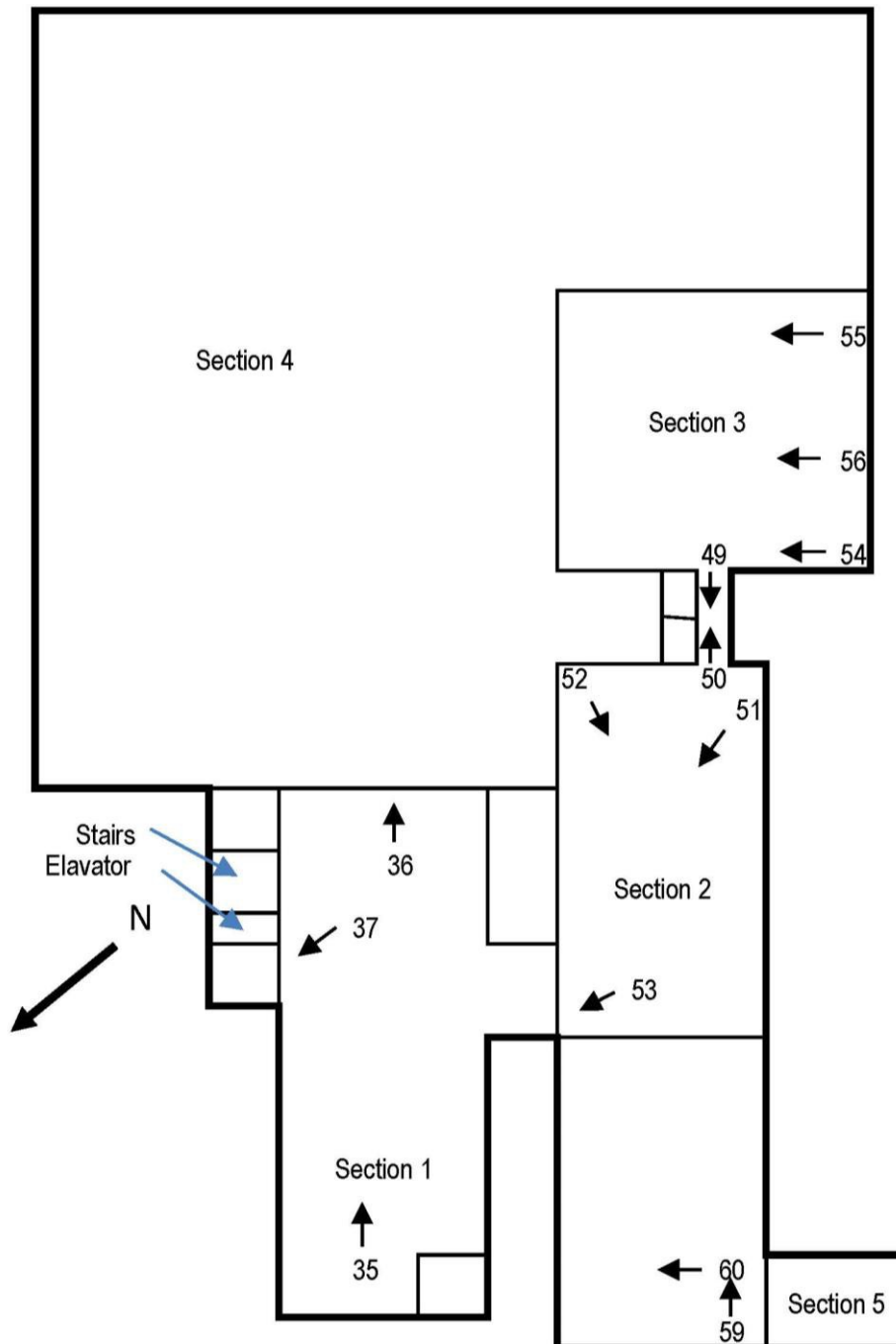
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PHOTO POSITIONS AND DIRECTIONS - 1ST FLOOR



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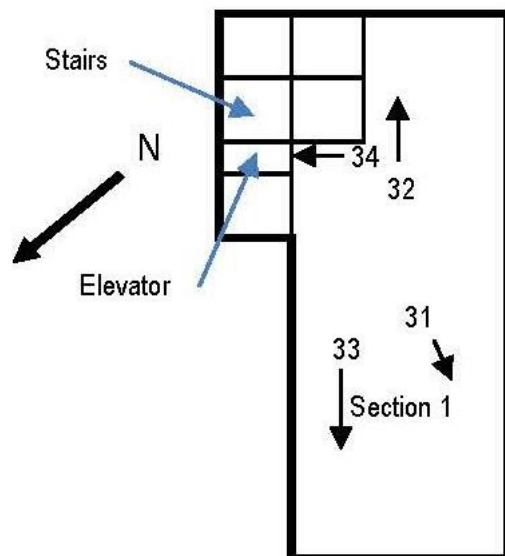
Name of multiple listing (if applicable)

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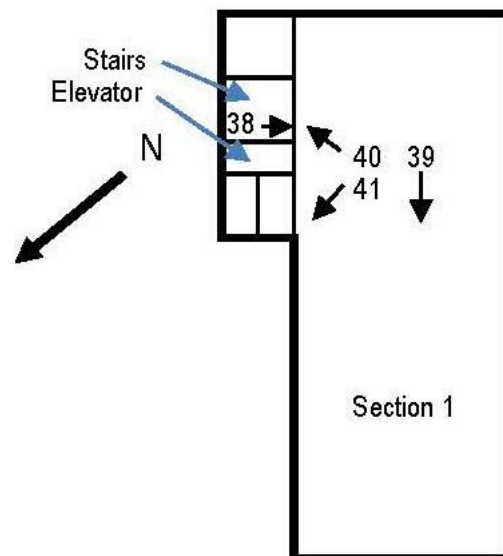
PHOTO POSITIONS AND DIRECTIONS

Section 1 - Basement, 2nd Floor, 3rd Floor, and 4th Floor

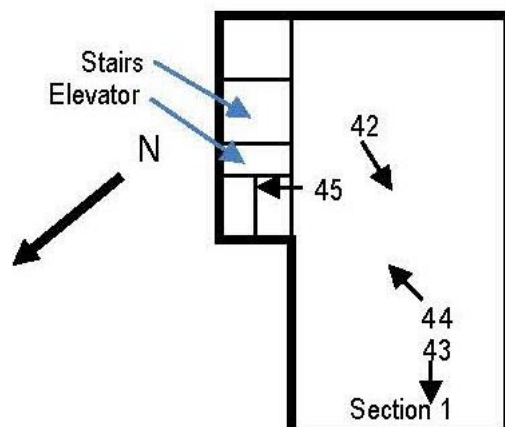
BASEMENT



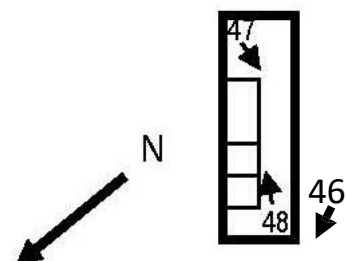
SECOND FLOOR



THIRD FLOOR



FOURTH FLOOR



Property Owner:

(This information will not be submitted to the National Park Service, but will remain on file at the Tennessee Historical Commission)

Name Dobyns - Taylor Hardware Company, c/o George Taylor
Street &
Number 1216 Watauga Street Telephone (423) 765-7340
City or Town Kingsport State/Zip Tennessee, 37660

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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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KINGSPORT HOSIERY MILLS

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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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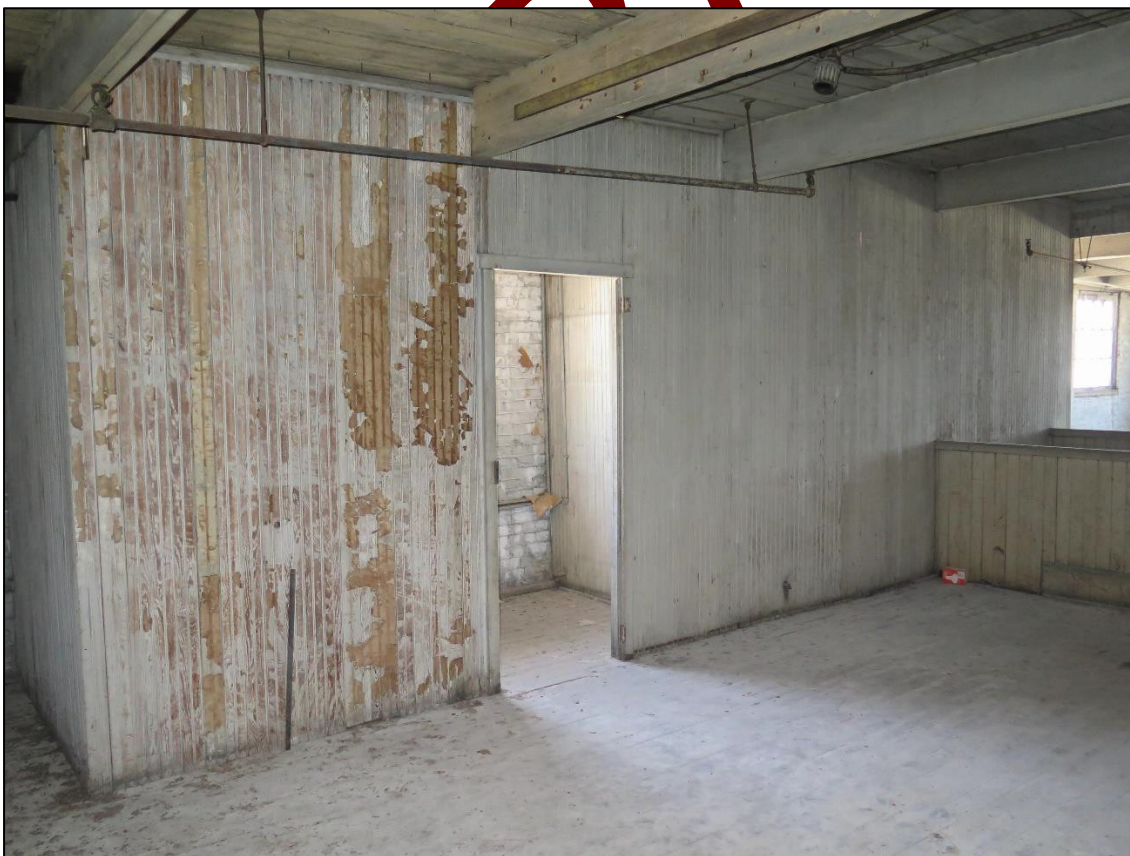
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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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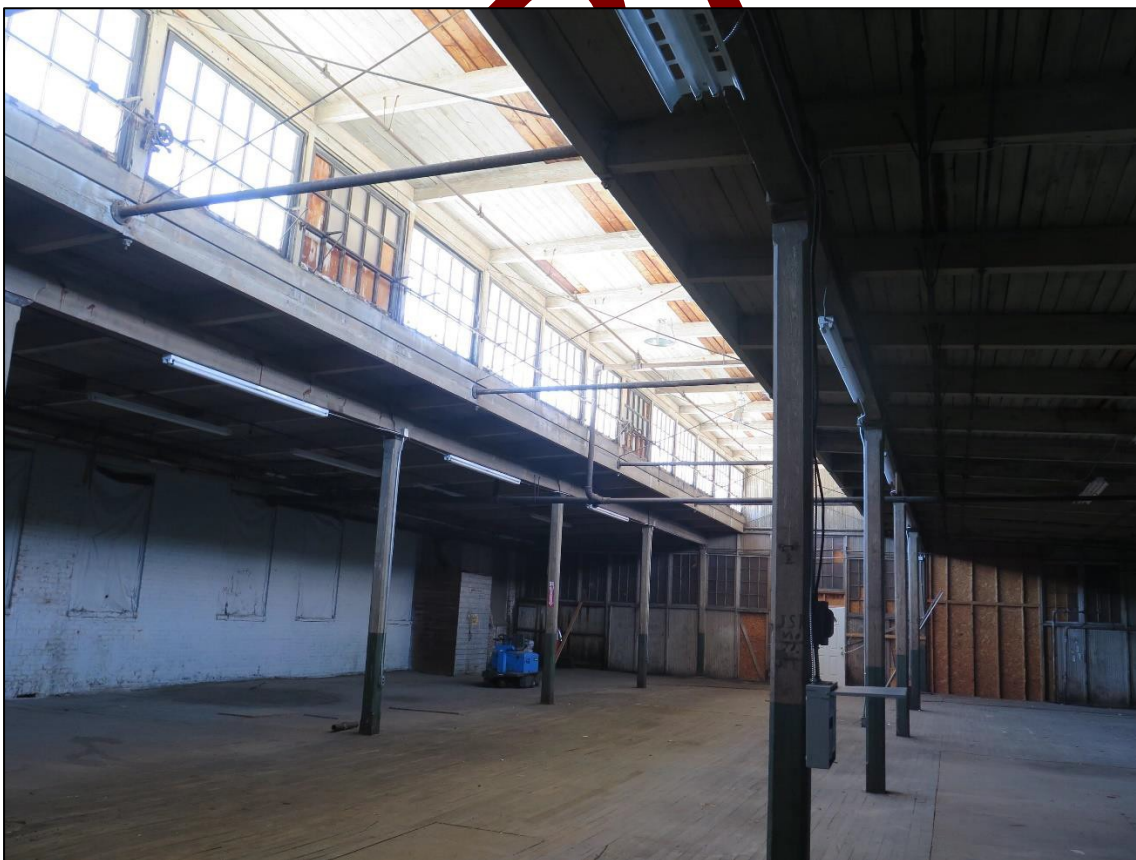
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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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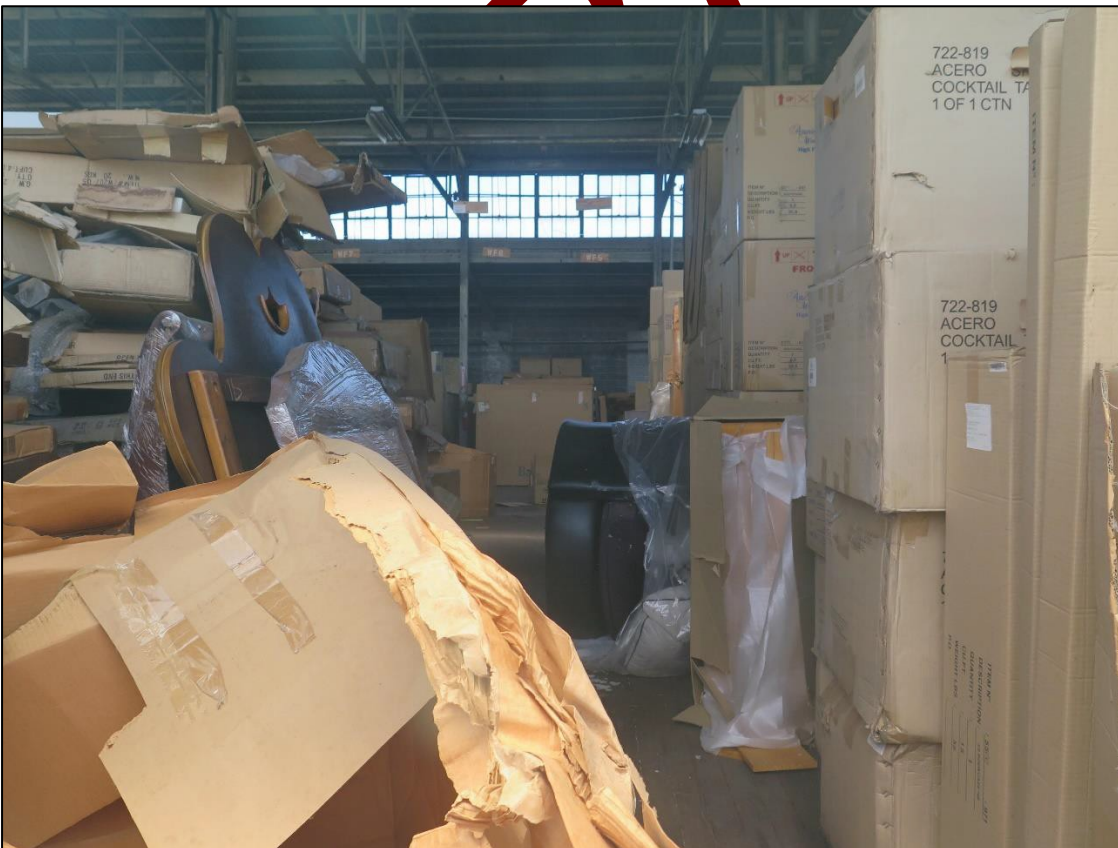
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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



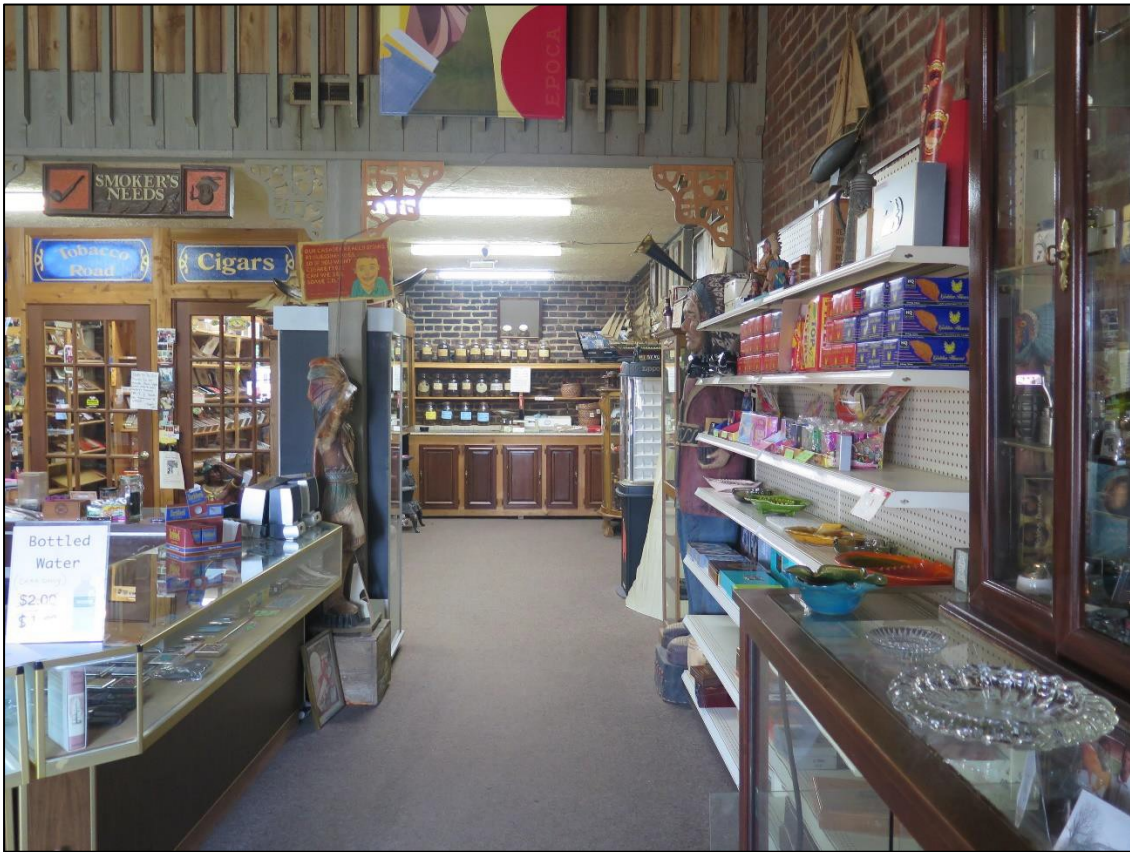
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KINGSPORT HOSIERY MILLS

KINGSPORT, SULLIVAN COUNTY, TENNESSEE



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