

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

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

1. Name of Property

historic name High Springs Historic District  
other names/site number N/A, 8AL 2883

2. Location

street & number See continuation sheet. N/A  not for publication  
city, town High Springs N/A  vicinity  
state Florida code FL county Alachua code 001 zip code 32643

3. Classification

<b>Ownership of Property</b>	<b>Category of Property</b>	<b>Number of Resources within Property</b>	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<b>Contributing</b>	<b>Noncontributing</b>
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>218</u>	<u>48</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>      </u>	<u>      </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>      </u>	<u>      </u> structures
	<input type="checkbox"/> object	<u>218</u>	<u>48</u> Total

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

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Suzanne P. Walker (Deputy SHPO) 9/10/91  
Signature of certifying official Date  
State Historic Preservation Officer, Bureau of Historic Preservation  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date  
\_\_\_\_\_  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.  
 See continuation sheet.

determined eligible for the National Register.  See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) \_\_\_\_\_

Patrick Andrus 10/31/91  
\_\_\_\_\_  
Signature of the Keeper Date of Action

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**6. Function or Use**

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Historic Functions (enter categories from instructions)

Domestic: single DwellingCommerce/Trade: Specialty StoreReligion: Church

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Current Functions (enter categories from instructions)

Domestic: Single DwellingCommerce/Trade: Specialty StoreReligion: Church

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**7. Description**

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Architectural Classification

(enter categories from instructions)

No Style: Wood Frame VernacularNo Style: Masonry VernacularBungalow

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Materials (enter categories from instructions)

foundation Brick: Pierwalls Wood: WeatherboardBrickroof Asphalt: Shingleother Wood: Porch

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Describe present and historic physical appearance.

See continuation sheet

**8. Statement of Significance**

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

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

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

Areas of Significance (enter categories from instructions)

Architecture  
Exploration/Settlement  
Transportation

Period of Significance

1885-1940

Significant Dates

1885  
1892  
1895

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

See continuation sheet

See continuation sheet

**9. Major Bibliographical References**

See continuation sheet

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

**Primary location of additional data:**

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

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

**10. Geographical Data**

Acres of property 75 appr. \_\_\_\_\_

**UTM References**

A 

1	7
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3	4	4	4	0	0
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3	3	0	1	5	4	0
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 Zone Easting Northing

C 

1	7
---	---

3	4	5	6	8	0
---	---	---	---	---	---

3	3	0	1	4	0	0
---	---	---	---	---	---	---

B 

1	7
---	---

3	4	5	0	6	0
---	---	---	---	---	---

3	3	0	1	7	0	0
---	---	---	---	---	---	---

  
 Zone Easting Northing

D 

1	7
---	---

3	4	6	5	4	0
---	---	---	---	---	---

3	3	0	0	6	2	0
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See continuation sheet

**Verbal Boundary Description**

See continuation sheet

See continuation sheet

**Boundary Justification**

See continuation sheet

See continuation sheet

**11. Form Prepared By**

name/title Carl Shiver, Historic Sites Specialist  
 organization Bureau of Historic Preservation date September 5, 1991  
 street & number 500 S. Bronough Street telephone (904) 487-2333  
 city or town Tallahassee state Florida zip code 32399-0250

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 2 & 10 Page 1Street Location & UTM References

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Section 2, Location: Street & Number

The rough boundaries of the district at its farthest extensions: NW 14th Street on the west, NW 6th Avenue on the north, SE 7th Street on the east, and SW 5th Avenue on the south.

Section 10, Geographical Data: UTM References (cont.)

	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
E	17	346320	3300220
F	17	346480	3300120
G	17	346240	3299540
H	17	345900	3299720
I	17	346020	3300000
J	17	345820	3300100
K	17	345700	3299840
L	17	345280	3300060
M	17	345420	3300360
N	17	344140	3301080

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Description

Summary

The High Springs Historic District is an approximately 75 acre, mixed use area that comprises that portion of the city of High Springs settled between ca. 1885 and 1940. The district contains several residential neighborhoods and a small central business district centered along Main Street. The development of the district coincides with High Spring's years as an important railroad center, and the shape and distribution of buildings in the district have been determined to a large degree by the location of facilities associated with railroad operations. There are 218 contributing buildings and 48 noncontributing buildings in the district, a contributing ratio of 82% to 18%. The majority of the structures within the district are wood frame vernacular residences, but there are a number of buildings that reflect the styles popular in the United States during the late nineteenth and early twentieth centuries.

Physical Setting

The city of High Springs is located in the northwest corner of Alachua County, approximately twenty miles from Gainesville, the county seat. The community occupies a rural setting, and the surrounding countryside is characterized by low, rolling hills. The spring that gives High Springs its name is located at the top of a hill about a mile northeast of the present center of town, in what is now a residential suburb. The steady and abundant flow of fresh water from the spring attracted settlers to the area in the latter part of the nineteenth century, and the first buildings were erected near the spring.

The town was platted in 1885, its center having been moved from the spring and relocated adjacent to the railroad tracks that had been constructed through the area a year earlier. The town was formally incorporated in 1892. Although High Springs presently has a population of only about 2,000 people, it is the second largest community in Alachua County, the largest being Gainesville, which has a population of more than 83,000. High Springs retains its small town atmosphere, particularly within the historic district. There are numerous historically vacant lots and open spaces within the town, and the scale of the built environment is small and intimate. The servicing of railroad rolling stock and equipment that sparked the growth of High Springs no longer plays a role in the economic life of the community. Today, most residents of the community depend for

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their livelihood on businesses that serve agricultural activities in the surrounding countryside. The town also enjoys some income from tourist traffic, particularly from persons frequenting local antique shops.

Houses in the district face the streets and have setbacks that reflect the period in which the neighborhood was developed. The setbacks in the newer areas being deeper and more regular than those established earlier. The largest houses are also in the older areas, which are located nearer the center of town. The buildings in the commercial center of town are set directly at the edge of the sidewalk. There is on-street parking in front of the stores. Streets and avenues are arranged in a grid but run on a diagonal to true north and south. This is because the street plan is oriented to the railroad right-of-way. With the exception of Main Street and Railroad Avenue, streets (which run roughly north-south) and avenues (which run roughly east-west) are numbered outward from the center of town where Main Street crosses Railroad Avenue.

Boundaries

The boundaries of the district are very irregular and encompass an area roughly from 7th Street on the east, 6th Avenue on the north, 14th Street on the west, and 5th Avenue on the south. Most of the older commercial buildings in the district are found along the one block of North Main Street (State Road 236) between Railroad Avenue and 1st Avenue (Photos 17 & 18), and on the southwest side of N.E. 1st Avenue between North Main Street and N.E. 1st Street. The major residential sections of the district are found in a large area northwest of the commercial center of town and two smaller areas southwest and southeast of the commercial district. The neighborhood to the southeast is an area historically occupied by African American residents of the community, as is an area of N.W. 1st Avenue (State Road 20) found in the vicinity of the old railroad station. Also found near the railroad station along N.W. 1st Avenue are several contributing commercial buildings that served transients and residents of the area.

Alterations to the District

Although the buildings in the residential sections of the district are widely spaced, there has been little demolition of

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Description

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older structures in the district. Naturally, some structures have been lost over the years to the natural attrition of fire and deterioration; however, there is no evidence that most of the vacant areas were formerly occupied by structures of any kind. A few older buildings have been replaced by newer structures erected on the same site, but there has been little new growth in the community since the 1940s, so the erection of modern, noncontributing buildings has not--to this point--represented a significant threat to the historic building stock.

A number of historic buildings in the commercial section of town--particularly along the eastern side of North Main Street--have been rendered noncontributing by recent alterations incompatible with their original character. Most of these have been excluded from the district boundaries, but in some cases the alterations made to the structures may be reversible. In other cases, unsympathetic alterations have been minor, the buildings often suffering more from neglect than any construction activity. Incompatible alterations have also affected residential buildings, and a substantial number of the houses designated as noncontributing in the district are older structures that have lost their historic integrity due to recent alterations.



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Photographs

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1. ACL Passenger Depot, N.W. Railroad Ave. at 9th St.,  
High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking West
  7. Photo No. 1 of 29 photographs
- 
1. ACL Freight Depot, N.W. Railroad Ave. at 9th St.,  
High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking West
  7. Photo No. 2 of 29
- 
1. Lamb House, 310 N.W. 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, looking East
  7. Photo No. 3 of 29
- 
1. Cole House, 525 N.W. 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking South
  7. Photo No. 4 of 29
- 
1. Easterlin House, 410 N.W. 1st Ave., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking North
  7. Photo No. 5 of 29

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Photographs

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1. Godwin House, 30 N.E. 1st Ave., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking North
  7. Photo No. 6 of 29
- 
1. Renfro Apartments, 115 South Main St., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. West Facade, Looking East
  7. Photo No. 7 of 29
- 
1. 925 N.W. 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking Southeast
  7. Photo No. 8 of 29
- 
1. 110 S.E. 4th St., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. West Facade, Looking East
  7. Photo No. 9 of 29
- 
1. 615 S.E. Railroad Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking Southeast
  7. Photo No. 10 of 29

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Photographs

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1. O'Steen House, 805 N.W. 1st Ave., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking Southwest
  7. Photo No. 11 of 29
- 
1. 25 N.E. 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking Southeast
  7. Photo No. 12 of 29
- 
1. Tyre House, 114 South Main St., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. East Facade, Looking West
  7. Photo No. 13 of 29
- 
1. 605 N.W. 4th Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking South
  7. Photo No. 14 of 29
- 
1. Northwest 7th Street, High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. Streetscape, Looking Northwest
  7. Photo No. 15 of 29

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Photographs

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1. High Springs Opera House, 65 North Main St., High Springs Historic District
2. High Springs (Alachua County), Florida
3. Murray D. Laurie
4. August, 1990
5. Murray D. Laurie
6. West Facade, Looking Northeast
7. Photo No. 16 of 29

1. North Main Street, High Springs Historic District
2. High Springs (Alachua County), Florida
3. Murray D. Laurie
4. August, 1990
5. Murray D. Laurie
6. West Side of North Main Street, Looking Southwest
7. Photo No. 17 of 29

1. North Main Street, High Springs Historic District
2. High Springs (Alachua County), Florida
3. Murray D. Laurie
4. August, 1990
5. Murray D. Laurie
6. West Side of North Main Street, Looking Southwest
7. Photo No. 18 of 29

1. 900 Block N.W. 1st Ave., High Springs Historic District
2. High Springs (Alachua County), Florida
3. Murray D. Laurie
4. August, 1990
5. Murray D. Laurie
6. South Facades, Looking Northwest
7. Photo No. 19 of 29

1. Priest Theater, 15 N.W. 1st St., High Springs Historic District
2. High Springs (Alachua County), Florida
3. Murray D. Laurie
4. August, 1990
5. Murray D. Laurie
6. West Facade, Looking Southeast
7. Photo No. 20 of 29

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Photographs

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1. Atlantic Ice House, 10 N.W. 7th St., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. East Facade, Looking Southwest
  7. Photo No. 21 of 29
- 
1. 705 N.W. 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking South
  7. Photo No. 22 of 29
- 
1. 90 N. Main St. & 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking West
  7. Photo No. 23 of 29
- 
1. High Springs Woman's Club, 30 N.W. 1st Ave., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking North
  7. Photo No. 24 of 29
- 
1. High Springs Elementary School, 100 Block N.W. 2nd Ave.,  
High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking North
  7. Photo No. 25 of 29

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1. Atlantic Ice House, 10 N.W. 7th St., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. East Facade, Looking Southwest
  7. Photo No. 21 of 29
- 
1. 705 N.W. 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking South
  7. Photo No. 22 of 29
- 
1. 90 N. Main St. & 1st Ave., High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. North Facade, Looking West
  7. Photo No. 23 of 29
- 
1. High Springs Woman's Club, 30 N.W. 1st Ave., High Springs  
Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking North
  7. Photo No. 24 of 29
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1. High Springs Elementary School, 100 Block N.W. 2nd Ave.,  
High Springs Historic District
  2. High Springs (Alachua County), Florida
  3. Murray D. Laurie
  4. August, 1990
  5. Murray D. Laurie
  6. South Facade, Looking North
  7. Photo No. 25 of 29

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Significance

Summary Statement of Significance

The High Springs Historic District is locally significant under criteria A and C in the areas of Exploration/Settlement, Transportation, and Architecture. The community was founded in conjunction with the building of a railroad line that passed through the area in 1884 and was made a railroad servicing center in 1895. The historic district still reflects the original town plan as platted in 1885 and the areas that were developed as its importance to the rail industry grew as Florida's railroad network expanded between 1896 and 1940. The district's architecture is significant under criterion C as a collection of buildings that reflect the development of a pioneer Florida community in the late nineteenth and early twentieth centuries. Although the majority of the buildings are primarily wood frame vernacular residences, as a whole they give the community of High Springs a distinctive sense of place. There are also a number of buildings that show the influence of romantic and revival architectural styles popular in the late nineteenth and early twentieth centuries.

Historical Context

Census records and contemporary descriptions indicate that there were only a few scattered farming families in the area of present-day High Springs between 1840 and 1880. The original settlement was founded about a mile north of the present center of High Springs and was unofficially known by several names--Santaffey, Santa Fe, Orion, Fairmount--until the permanent name was chosen in 1885. High Springs was incorporated in 1892, four years after the Savannah, Florida and Western Railroad laid its rails through the area. The construction of the railroad was responsible for the growth of High Springs. Sawmills were set up nearby to exploit the forest resources, and quarry rock was mined and shipped to Jacksonville for use in construction. In 1889 phosphate--used in the production of commercial fertilizer--was discovered in Alachua County. Within ten years more than fifty mines were operating within a fifteen mile radius of High Springs. The valuable mineral was shipped by rail to ports on the east and west coasts.

The Savannah, Florida and Western Railroad was the first to reach high springs, but several other lines soon converged on the site. High Springs became an important junction of the Plant System, and the town's immediate future was assured when it was

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Significance

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chosen to be the division headquarters of the company in 1895. As a result, the center of town shifted from the hill near the spring to an area closer to the main line of the tracks and the railroad yards. The Plant System build offices, workshops, a roundhouse, and the district hospital, all to serve the rolling stock and the workers who tended and repaired it. The tracks of the South Florida Railroad were extended from the rail yards into the center of town, sparking the development of a commercial center and nearby residential areas. Hundreds of workers employed by the railroad settled permanently in the community, built their houses, and bought all of their necessities in the town's retail stores. In the shops steam engines and cars were inspected and cleaned, overhauled and repaired. Section crews based in High Springs maintained hundreds of miles of track in the division.

The first plats of High Springs were recorded in 1885. The original plan of the town showed a simple grid of streets aligned with the railroad lines. Because the tracks run from the northwest to southeast, with a line swinging in from the south, the streets and avenues of High Springs run at a diagonal to accommodate the direction of the rail line, rather than being laid out on a true north-south axis. By the end of the century, the population of High Springs had risen to 2,000, and was regarded as one of the area's most important commercial centers. Small logging railroads brought timber to area sawmills that produced the lumber shipped by rail from High Springs to distant U.S. cities. Naval stores, phosphate, and a wide variety of agricultural products were loaded onto freight cars at High Springs and shipped to market. Cotton production was also extremely important to the area. A large cotton gin and warehouse for storing the bales were erected near the railroad tracks. In 1898, more than 500 bales of cotton were shipped by railroad from High Springs.

The reliable railroad payrolls provided brisk business for the merchants of High Springs, some of whom built impressive brick stores in the downtown area and constructed substantial houses for themselves and their families. Transients travelling through the area via the railroad also boosted the economy, prompting the construction of hotels, boarding houses, saloons, and an opera house.

Like most hastily built "boom" towns, the commercial area of High Springs experienced several fires that destroyed the wood frame stores that tended to cluster together without any regard



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Significance

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for the potential for disaster. These fires, however, were a blessing in disguise, prompting in their aftermath the erection of more substantial brick edifices. Another disaster to strike the community was a wind storm in 1896 that destroyed many of the buildings in town. Much of the building stock was replaced immediately after the storm, and townspeople can still date certain landmarks as having survived the blow or having been erected afterward.

As a railroad center, High Springs had many of the advantages of a much larger city. In addition to good schools, fine churches, and a hospital, the community had an opera house that regularly booked touring theatrical companies that performed to full houses. A large brick school was built in 1902 to educate the town's children. Astute local investors organized the High Springs Electrical Ice Manufacturing Company in 1903 to supply ice to preserve fruits and vegetables destined for shipment on the railroad. The Bank of High Springs was organized the same year. Other businesses that flourished at the turn of the century included a furniture manufacturer, a fifteen room hotel, and a newspaper. The town, of course, had a number of general stores and specialty shops.

Census records between 1890 and 1930 show that most of the men in the town were employed at railroad related work. The railroad also provided job opportunities for blacks, and many who had originally been farmers and phosphate workers moved to town to work for the railroad. They settled first in the southeast section of High Springs and built homes, churches, shops, and a school. The Allen Chapel and Mt. Olive Missionary Baptist Church (Photos 26 & 27) are still important religious centers. Other blacks settled in the northwest part of High Springs, closer to the railroad shops.

Although the area's phosphate mining industry collapsed when the outbreak of World War I cut off shipments to its major customer, Germany, the railroad remained a steady source of employment for most of the citizens of High Springs. In 1902 the Plant System became the Atlantic Coast Line, and the A.C.L. shops were the life and heart of the town in the 1920s, occupying 50 acres of ground. In 1925 the total payroll had grown to \$65,000 and the company employed about 400 workers. In 1928 a new roundhouse was installed and the A.C.L. shop was modernized and expanded. The population of the town remained stable, around 2,000, and in the mid-1930s a peanut shelling plant was constructed.

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Continuation SheetSection number 8 Page 4 Significance

During the 1920s, two newly constructed state highways intersected at High Springs, and many tourists motored along the routes, heading for vacation areas along Florida's east and west coasts. Garages and filling stations catered to the motoring public (Photos 22 & 23) and new stores, apartments, and a hotel were built in town.

The importance of the railroad to High Springs dwindled as diesel engines replaced steam after World War II. The shops in High Springs that were designed to repair and service steam locomotives became obsolete. Fewer diesel engines were needed to pull a line of cars, and they required less maintenance. While the shops and yards in High Springs did not close overnight, the work they did and the number of men they employed steadily declined. Gradually all of the railroad buildings, with the exception of two small wood frame depots (Photos 1 & 2) were removed by the company, leaving a vast open field crossed by tracks, where a few spare freight cars are stored.

In the late 1940s US 441 was relocated north of the center of town, drawing some businesses to this new commercial corridor. This shielded the original downtown and most of the older residential neighborhoods from the impact of heavy traffic and the intrusion of new structures out of scale and character with existing buildings. High Springs has remained a small, quiet community that in recent years has become a community catering to antique collectors and outdoor enthusiasts.

Architectural Significance

Only a handful of buildings in the High Springs Historic District appear eligible for individual listing in the National Register for architectural significance; however, as a whole the buildings in the district constitute a collection of structures reflecting a particular period of development and range of styles distinct to the community of High Springs. While not unique, the built environment gives the town a particularly individual flavor unlike any of the other town in Alachua County.

The historic district is composed mainly of wood frame vernacular residences. There are, however, a number of houses that reflect the influence of the romantic and revival styles popular in America during the late nineteenth and early twentieth centuries.

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Significance

Wood Frame Vernacular Buildings

Wood frame vernacular is the dominant architectural style in the residential sections of the historic district. Vernacular buildings employ common construction techniques by lay or self taught builders using readily available materials. Such buildings are usually very plain in appearance and only indirectly reflect current major architectural trends and taste. The wood frame vernacular houses in High Springs are generally one to two stories in height, have a basically rectangular plan, and are mounted on brick piers. Gable and hip roofs are common, and most houses employ weatherboard or drop siding for the exterior wall surface. The majority of residences rest on a foundation of brick piers.

Porches are a common feature of nearly every style of house in the district. These usually extend the full width of the facade and may be found on the upper story of older two-story houses. Decorative details on wood frame vernacular houses is usually sparse, in general being limited to ornamental woodwork on the porch. Turned posts, various types of balustrades, and milled brackets are the most commonly found elements. Wood frame houses constructed during the later part of the nineteenth century tend to be larger than those erected during the 1910s and 1920s. The later structures are often only one story in height and lack even the simplest decorative details. Typical of the larger wood frame vernacular houses in the district is the one at 115 South Main Street (Photo 7), whereas the smaller are represented by 310 N.W. 1st Avenue (Photo 3) and the residence at 615 S.E. Railroad Avenue (Photo 10). The only significant non-residential wood frame vernacular buildings in the district are the two small railroad depots (Photos 1 & 2) on N.W. Railroad Avenue.

Masonry Vernacular Buildings

The masonry vernacular buildings in the district are mainly commercial structures found along North Main Street and N.W. 1st Avenue. The majority of these were constructed before 1920 and exhibit characteristics similar to those of buildings found in many small American communities. The buildings are mainly constructed of brick and are one to two stories in height. Two-story buildings usually contain a retail business on the street level and have office spaces on the second floor. Most of the commercial buildings share their side wall with neighboring

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buildings; therefore, only the facades of most of the structures are visible. For this reason decorative details are sparse and relegated to the entranceway, the windows of the second story, and the roof cornice. With the exception of the Romanesque influence exhibited in the arches on the High Springs Opera House at 65 North Main Street (Photo 16), the commercial buildings in the district have only very simple, if any, embellishment at the cornice or roofline (Photos 16, 17, 18 & 19).

Bungalows

A number of bungalows are distributed throughout the historic district. For the most part, they were constructed during the 1920s or slightly earlier and embody the characteristics derived from the Craftsman variation of the type. The bungalow was ideally suited to the mainly lower middle class population of High Springs, since it was an efficient--yet fairly inexpensive--type of residence that had "modern" features in its heyday.

The bungalow, popular from 1905-1930, was developed by architects in California at the turn of the century. Major features include utilitarian construction, low horizontality, porches and ventilation by bands of windows and axial door placement. Bungalows are usually one or one and a half stories in height, have a rectangular plan, and may be sheathed with various types of siding materials. They normally have shallow-pitched gable front roofs. A distinctive feature of the house type is a porch with short battered columns resting on brick piers. The bungalow was greatly influenced by the Arts and Crafts Movement, which emphasized the use of natural and handcrafted materials and exposure of construction elements such as braces and beams. Among the bungalows in the district employing many "typical" elements of the style are the O'Steen House at 805 N.W. 1st Avenue (Photo 11), and the Dr. Tyre House at 120 S. Main Street (Photo 13). Bungalow styling was also chosen for the Women's Club building at 30 N.W. 1st Avenue (Photo 24).

Queen Anne Houses

High Springs has a number of residences exhibiting the characteristics of the Queen Anne style. This style became popular in the 1880s and is distinguished by its elaborate use of

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millwork, an irregular ground plan, and the use of towers and turrets. The Cole House at 525 N.W 1st Avenue (Photo 4) is a variation of the Queen Anne style, evident in its elaborate porch that has pavilions at both ends of the facade, the spindlework frieze band, and the decorative brackets on the slender posts that support the porch roof. A small second-story gallery on the west side is similarly embellished. The Godwin House at 30 N.E. 1st Avenue (Photo 6) is another example of local Queen Anne architecture. It has a large veranda whose roof is supported by turned posts fitted with decorative brackets. There are shingles and vergeboards in the main roof gables, and the house also has a small gallery tucked under the roof at one corner of the second story. There are other examples as well, but none of the Queen Anne house in the district has a true tower, a usual feature of fully developed examples of the style.

Gothic Revival

Architectural forms employing historical and romantic themes were not widely built in High Springs. However, a few examples can be seen. The Gothic influence is noticed mostly in the churches in High Springs, such as the Allen Chapel A.M.E. Church at 445 S.E. Railroad Avenue (Photo 26) and Mt. Olive Missionary Baptist Church at 605 S.E. Railroad Avenue (Photo 27). The Gothic Revival style is based on church architecture of the Middle Ages, particularly France and England from the 11th to the 13th centuries. The style experienced a significant and long lasting revival in England in the early decades of the 19th century and was applied to buildings of all types. Gothic Revival was popular in the United State from about 1840 to 1880. It was used mainly for churches but also found expression in residential designs. Steeply pitched gable roofs and lancet windows are distinguishing features of this style.

Other Romantic and Revival Styles

Only a handful of buildings in the district reflect the influence of such romantic and revival styles as Tudor, Colonial, Spanish, etc., and in those cases where the particular stylistic elements are found, they are not usually well developed. The small residence at 605 N.W. 4th Avenue (Photo 14) has only the barest "Medieval" elements that we associate with Tudor Revival: the massive chimney and multiple front gables. Spanish "Mission Style" characteristics are present in the abandoned service

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station at 140 N.W. 2nd Street (Photo 22), and the Faith Christian Fellowship Church at 15 S.W. 3rd Avenue is Classical Revival because of its simple rectangular plan and large portico derived from the temples of ancient Greece and Rome. In none of these buildings, though, is the stylistic program well developed enough to meet the criteria for individual listing in the National Register in the area of architectural significance. This is the case with most of the buildings in the historic district.

Conclusion

The High Springs Historic District is, therefore, significant for being a pioneer Florida settlement that grew up in response to the development of the state's railroad system and was directly connected with the expansion and maintenance of the railroad network. Its buildings reflect a particular period in the development of the community, and collectively have significance for reflecting the types of architecture typical of small American communities that developed during the late nineteenth and early twentieth centuries.

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Map of High Springs, 1907. Hand drawn map belonging to Otto Kalisch, High Springs.

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Boundary Description

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Begin at the northwest corner of NW Railroad Ave. and N. Main St. and run northeast along the northwest curb line of N. Main St. to a point parallel with the southwest property line of 65 N. Main St., then run southeast along said line to the northwest curb line of NE 1st St., then run northeast along said line to the northwest corner of the intersection of NE 1st St. and NE 1st Ave., then run southeast along the northeast curb line of NE 1st St. to the northwest corner of NE 1st Ave. and NE 2nd St., then run southwest along the northwest curb line of NE 2nd St. to a point parallel with the northeast property line of 120 NE Railroad Ave., then run northwest along said line to the northwest line of the property, then run southwest along said line to the northwest curb line of NE Railroad Ave., then run southeast along said curb line to the northwest corner of the intersection of NE Railroad Ave. and NE 2nd St., then run southwest along the northwest curb line of NE 2nd St. and crossing the railroad right-of-way continue to the northwest corner of the intersection of NE 2nd St. and SE Railroad Ave.,

then run northwest along the northeast curb of SE Railroad Ave. to the southeast corner of the intersection of SE Railroad Ave. and SE 1st St. and SE 1st Ave., then run southwest along the southeast curb line of SE 1st St. to the southeast corner of SE 1st St. and SE 1st Ave., then run northwest along the southwest curb line of SE 1st Ave. to the southwest corner of the intersection of SW 1st Ave. and SW 1st St., then run northeast along the northwest curb line of SW 1st St. to a point parallel with the northeast property line of 20 SW 1st St., then run northwest along said line to the northwest line of the property, then run southwest along the northwest property lines of 20 and 30 SW 1st St. to the southeast curb line of SW 1st Ave., then run southwest along said curb line to a point parallel with the southwest property line of 135 Sw 1st Ave., then run southeast along said line to a point parallel with the northeast curb line of SW 2nd Ave., then run southeast along said curb line to a point parallel with the northwest property line of SW 2nd Ave., then run southwest along said line to the southwest curb line of SW 3rd Ave., then run northwest along said curb line to the intersection of SW 2nd St., then run southwest along the southeast curb line of SW 2nd St. to the northeast corner of the intersection of Sw 2nd St. and SW 4th Ave., then run southeast along the northeast curb line of SW 4th Ave. to a point parallel with the northwest property line of 420 S. Main St.,

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then run southwest along said line to the northeast curb line of SW 5th St. then run southeast along said curb line to the intersection of S. Main St., then run northeast along the northwest curb line of S. Main St. to a point parallel with the southwest property line of 15 SE 4th Ave., then run southeast along said line to a point parallel with the southeast property line of 25 SE 4th Ave., then run northeast along said line to a point parallel with the southwest property line of 35 SE 3rd Ave., then run southeast along said line to the northwest curb line of SE 1st St., then run northeast along the northwest curb line of SE 1st St. to the northwest corner of the intersection of SE 1st St. and SE 2nd Ave., then run southeast along the northeast curb line of SE 2nd Ave. to a point parallel with the northwest property line of 125 SE 1st Ave., then run northeast along said line to the southwest line of the property, then run southeast along said line and continue along the southwest property lines of the buildings fronting on the southwest side of SE 1st Ave. to the southeast property line of 105 SE 3rd Ave., then run northeast along said line to the southwest curb line of SE 1st Ave., then run southeast along said curb line to the southeast corner of SE 1st Ave. and SE 4th St.,

then run southwest along the southeast curb line of SE 4th St. to a point parallel with the southwest property line of 110 SE 4th St., then run southeast along said line to the northwest curb line of SE 5th St., then run northeast along said curb line to the northwest corner of SE 5th St. and SE 1st Ave., then run southeast along the northeast curb line of SE 1st Ave. to the northwest corner of SE 6th St., then run northeast along the northwest curb line of SE 6th St. to a point parallel with the southwest property line of 605 SE Railroad Ave., then run southeast along said line to a point parallel with the southeast property line of 705 SE railroad Ave., then run northeast along said line to the southwest curb line of SE Railroad Ave., then run northwest along said line to a point parallel with the northwest property line of 525 SE Railroad Ave., then run southwest along said line to a point parallel with the northeast property line of 530 SE 1st Ave., then run northwest along said line to a point parallel with the southeast property line of 445 SE Railroad Ave., then run northeast along said line to the southwest curb line of SE Railroad Ave., then run northwest along said line to a point parallel with the northwest property line of 445 SE Railroad Ave., then run southwest along said line to the northeast curb line of SE 1st Ave., then run northwest along said line to a point parallel with the southeast property line of 330 SE 1st Ave.,

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then run northeast along said line to the northeast line of the property, then run northwest along said line to the southeast property line of 305 SE Railroad Ave., then run northeast along said line to the southwest curb line of Se Railroad Ave., then run northwest along said curb line to the southeast corner of the intersection of SE Railroad Ave. and SE 2nd St., then run northeast along the southwest curb line of 2nd St. to a point parallel with the southwest property line of 215 NE 2nd Ave., then run southeast along said line to a point parallel with the northwest property line of 210 NE 1st Ave, then run southwest along said line to the northeast curb line of NE 1st Ave., then run southeast along said curb line to a point parallel with the southeast property line of 310 NE 1st Ave., then run northeast along said line to the northeast line of the property, then run northwest along said line to a point parallel with the northwest curb line of NE 3rd St., then run northeast along said line to a point parallel with the northeast property line of 230 NE 2nd Ave., then run northwest along said line to the northwest line of the property, then run southwest along said line to the southwest curb line of NE 2nd Ave.,

then northwest along said line to a point parallel with the southeast property line of 110 NE 2nd Ave., then run northeast along said line to the southwest curb line of NE 3rd Ave., then run northwest along said curb line till it meets the southeast property line of the old elementary school, then run northeast along said line to the southwest curb line of NW 4th Ave., then run northwest along said curb line to the intersection of NW 2nd St., then run southwest along the southeast curb line of NW 2nd St. to a point parallel with the northeast property line of 230 NW 2nd St., then run northwest along said line to the northwest line of the property, then run southwest along said line to the southwest line of the property, then run southeast along said line to the southeast curb line of NW 2nd St., then run southwest along said curb line to the southeast corner of the intersection of NW 2nd St. and NW 2nd Ave., then run northwest along the southwest curb line of NW 2nd Ave. to a point parallel with the southeast property line of 240 NW 2nd Ave., then run northeast along said line to the northeast line of the property, then run northwest along said line to the northwest curb line of NW 3rd St., then run northeast along said line to the intersection of NW 3rd Ave., then run northwest along the southwest curb line of NW 3rd Ave. to the southwest corner of the intersection of NW 3rd Ave. and NW 5th St.,

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then run northeast along the northwest curb line of NW 5th St. to a point parallel with the northeast property line of 310 NW 5th St., then run northwest along said line to the northwest line of the property, then run southwest along said line to the southwest curb line of NW 3rd Ave., then run northwest along said line to the southwest corner of the intersection of NW 3rd Ave. and NW 6th St., then run northeast along the northwest curb line of NW 6th St. to the southwest corner of NW 6th St. and NW 4th Ave., then run northwest along the southwest curb line of NW 4th Ave. to the southwest corner of the intersection of NW 4th Ave. and NW 8th St., then run northeast along the northwest curb line of NW 8th St. to a point parallel with the northeast property line of 810 NW 4th St. then run northwest along said line to the northwest line of the property, then run northeast along the southeast property lines of the buildings fronting on the southeast side of NW 9th St. to the southwest curb line of NW 6th Ave., then run northwest along said curb line to the intersection of NW 9th St., then run southwest along the southeast curb line of NW 9th St. to a point parallel with the northeast property line of 520 NW 9th St., then run northwest along said line to the northwest curb line of NW 10th St.,

then run northeast along said curb line to the intersection of NW 6th Ave., then run northwest along the southwest curb line of NW 6th Ave. to a point parallel with the northwest property line of 530 NW 10th St., then run southwest along the northwest property lines of the buildings fronting on the northwest side of NW 10th St. to the northwest curb line of NW 5th Ave., then run southeast along said curb line to a point parallel with the northwest property line of 430 NW 9th St., then run southwest along the northwest property lines of the buildings fronting on the northwest side of NW 9th St. to the southwest curb line of NW 3rd Ave., then run northwest along said curb line to the southwest corner of the intersection of NW 3rd Ave. and NW 10th St., then run northeast along said curb line to the intersection of NW 4th Ave., then run northwest along the southwest curb line of NW 4th Ave. to a point parallel with the northwest property line of 330 NW 10th St., then run southwest along the northwest property lines of the buildings fronting on the northwest side of NW 10th St. to the northeast property line of 1025 NW 2nd Ave., then run northwest along said line to the southeast curb line of NW 11th St., then run southwest to a point parallel with the northeast property lines of the buildings fronting on the northeast side of the 1100 block of NW 1st Ave., then run northwest along said lines to the northwest curb line of NW 12th St.,

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Boundary Description & Justification

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then run along said curb line to the intersection on N. Main St., the point of beginning.

Boundary Justification

The boundaries of the High Springs Historic District have been drawn to reflect the historical development of the city of High Springs between 1885 and 1940. Every effort has been made to exclude noncontributing resources and vacant land, and also to avoid unnecessarily crossing natural and man-made boundaries to include individual properties. However, the historically dispersed nature of settlement and construction in the community has made it necessary to include in the High Springs district some buildings that might have been excluded in a more densely developed and built up area. A number of boundary variations were examined by the staff of the Bureau of Historic Preservation. Some of these were both more exclusive and inclusive than the final set of boundaries agreed upon, but the final choice was considered the best compromise, considering the types, locations, and number of historic resources found in the community of High Springs.

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then run northeast along said curb line to the intersection of NW 2nd Ave., then run northwest along the southwest curb line of NW 2nd Ave. to the intersection of NW 13th St., then run southwest along the southeast curb line to the southeast corner of the intersection of NW 13th St. and NW 1st Ave., then run northwest along the southwest curb line to the intersection of NW 14th St., then run southwest along the southeast curb line of NW 14th St. to a point parallel with the southwest property line of 1345 NW 1st Ave., then run southeast along said line to the northwest property line of 20 NW 13th St., then run southwest along said line to the southwest line of the property, then run southeast along said line to the northwest curb line of NW 13th St., then run northeast along said curb line to a point parallel with the southwest property line of 15 NW 13th St., then run southeast along said line to the southeast line of the property, then run northeast along said line to a point parallel with the southwest property lines of the buildings fronting on the southwest side of NW 1st Ave., then run southeast along said lines to the southeast property line of 935 SW 1st Ave., then run southwest along said line and continue southwest to include the Old ACL Railroad Passenger Station,

then run southeast between the Passenger Station and the railroad tracks to include the Old ACL Railroad Freight Station, then run northeast to the northeast curb line of NW Railroad Ave., then run southeast along said curb line to the intersection on NW 7th St., then run northeast along the northwest curb line of NW 7th St. to a point parallel with the southwest property line of 625 NW 1st Ave., then run southeast along the southwest property lines of the buildings fronting on the southwest side of NW 1st Ave. to the northwest curb line of NW 5th St., then run northeast along said curb line to the northwest corner of the intersection of NW 1st Ave. and NW 5th St., then run southeast along the northeast curb line of NW 1st Ave. to a point parallel with the northwest property line of 305 NW 1st Ave., then run southwest along said line to the southwest line of the property, then run southeast along said line to the southeast line of the property, then run northeast along said line to the northwest corner of NW 1st Ave. and NW 2nd St., then run southeast along the northeast curb line of NW 1st Ave. and NW 1st St., then run southwest along the southeast curb line of NW 1st Ave. to a point parallel with the southwest property line of 15 NW 1st St., then run southeast along said line to the northwest property lines of the buildings fronting on the northwest side of N. Main St., then run southwest along said lines to the northeast curb line of NW Railroad Ave.,