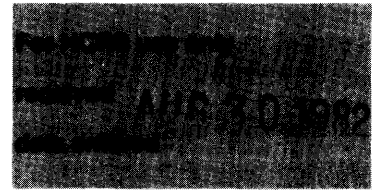


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Guyton Historic District

and/or common

2. Location

street & number Bounded ^{by} approximately by existing city limits ~~to the east, south, and west,~~ ^{on the E, S, and W, and} and by Alexander Ave. ~~and its extension to the north~~ ^{on the N} N/A not for publication

city, town Guyton N/A vicinity of ~~congressional district~~

state Georgia code 013 county Effingham code 103

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple owners - more than 50

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Effingham County Courthouse

city, town Springfield state Georgia

6. Representation in Existing Surveys

title Historic Structures Field Survey:
Effingham County, Georgia has this property been determined eligible? yes no

date 1975 federal state county local

depository for survey records Georgia Department of Natural Resources

city, town Atlanta state Georgia

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Guyton Historic District consists of the historic portion of a small rural town that developed along the Central of Georgia railroad tracks during the nineteenth and early twentieth centuries. The historic district boundaries coincide with the historic city limits, which were established in 1888, largely on the basis of an original 1838 subdivision plat. Contained within the boundaries are a small central business district, residential neighborhoods with churches and schools, and relatively open landscaping.

Guyton is located in rural Effingham County, which lies on Georgia's coastal plain. The land is relatively flat and sandy, with numerous swampy areas and low plateaus. Guyton is located on one of these low plateaus and is bordered on the south, west, and north by wetlands. The historic city limits of Guyton are laid out in a rectangle which is oriented to make maximum coverage of high ground. Within these rectangular limits, the streets are laid out in a fairly rigid gridiron pattern. The major exception to this rule is the transportation corridor formed by East and West Central Boulevard and the abandoned railroad right-of-way which slices through the western third of the community. This transportation corridor, which follows the western edge of the higher ground in the community, takes on a slightly curved alignment. Lots in the district are rectangular in shape and vary in size from a full city block on the outskirts of town to small fractions of blocks in the central business district.

The densest development in the district is located in the southwest quadrant of the town, along Second and Third Avenues and at their intersections with East Central Boulevard. Here is Guyton's small central business district, with its one and two story brick buildings dating from the late nineteenth and early twentieth centuries. Some of them are freestanding; others share party walls. Most feature modest decorative brickwork in conjunction with wood and cast iron. Some interiors retain their pressed metal, plaster, and wood finishes; others have been remodeled. Historic service stations are also located in the central business district, along with several modern commercial buildings.

Along East and West Central Boulevard north and south of the central business district is an array of relatively large Victorian-era houses. These houses, dating from the mid to late nineteenth century, are one to two stories high and have woodframed structures sheathed in weatherboard. Many feature bracketed or boxed cornices and highly detailed front porches. They are situated near the fronts of their relatively large, informally landscaped lots.

To the east of East Central Boulevard stretches a residential neighborhood of mid nineteenth to early twentieth century houses, churches, schools, and corner stores. Density of development decreases dramatically from west to east. The houses are primarily one and two story woodframed weatherboarded structures. Many feature elaborate wood detailing; others are relatively plain. Most are situated near the front centers of relatively spacious, open lots. The historic churches in this part of the district are relatively large woodframed buildings dating from the late nineteenth and early twentieth centuries. Educational buildings, located centrally in the northeast corner of the district, include both brick and frame early twentieth century structures surrounded by open playing fields. Several small woodframed corner stores are present in this part of the district. Numerous non-contributing properties are also found in this neighborhood, especially along its eastern and northern fringes. With the

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Continuation sheet Description

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exception of a small subdivision located in the northeast corner of the district, these non-contributing properties are relatively small, widely dispersed, and do not completely compromise the historically undeveloped character of these fringe areas.

To the west of West Central Boulevard, across from the central business district, is a small enclave of modest woodframed houses dating from the late nineteenth and early twentieth centuries. These houses are located on small lots and front onto unpaved streets. Also in this vicinity is a historic municipal elevated water tank.

The northern tier of blocks in the historic district is relatively undeveloped and for many years remained as common land. Land along the western edge of the district is also relatively undeveloped, but in this case because of unfavorable geographic reasons. The density of development throughout the district is relatively low, with wide expanses of open space even near the center of town.

Boundaries

Boundaries for the Guyton Historic District coincide with the historic 1888 city limits. These city limits in turn are based upon the original 1838 plat for the community, then known as Whitesville. They circumscribe the intact historic community of Guyton and reflect its carefully planned origins. To the east, south, and west lie relatively undeveloped lands. To the north, the city limits have been recently extended to include more recent development; this non-historic portion of the city (which may contain some individually significant historic structures) has not been included in this historic district.

Photographs

The Historic Preservation Section has determined that the photographs taken in March 1981 still convey an accurate impression of the character and appearance of the district. No major changes have been made to the district since that time.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify) local history
		<input type="checkbox"/> invention		

Specific dates 1838 **Builder/Architect** **Surveyor:** Zarah Powers

Statement of Significance (in one paragraph)

The Guyton Historic District is historically significant as a relatively well preserved rural community that developed along the railroad tracks during the nineteenth and early twentieth centuries. Its founding and growth illustrate traditional locational and community planning theories. Because it was readily accessible to Savannah, it became an early example of a "bedroom community" for commuter businessmen and professionals. Its architecture reflects many of the prevailing design principles and construction practices of the nineteenth and early twentieth centuries. This historic significance supports National Register eligibility under criteria A and C.

In terms of exploration and settlement, the Guyton Historic District is significant because it represents the first major land improvement activity in this part of Effingham County. Although close to Georgia's eighteenth-century coastal settlements, the Guyton area remained relatively inaccessible and largely undeveloped until the early to mid nineteenth century.

In terms of community planning, the district is significant because it represents a planned community laid out in conjunction with a railroad line in the early nineteenth century. Guyton, originally known as Whitesville, was laid out in 1838 on land belonging to the estate of Zachariah White. The original subdivision plat for the new community was drawn by Effingham County Surveyor Zarah Powers. This plat was a fairly typical nineteenth-century gridiron, and its streets and major land subdivisions survive relatively intact. The plat was unusual, however, in that it anticipated the arrival of the Central of Georgia railroad - which came through the area in 1840 - and provided a central corridor for the railroad tracks through town. In 1888, one year after Guyton was incorporated as a city, County Surveyor A.K. Powers drew an official plan of the city which corresponded to the 1838 plat. This plan served as the framework for Guyton's development in the late nineteenth and early twentieth centuries.

In terms of architecture, the district is significant for its collection of mid nineteenth to early twentieth century residential, commercial, and religious buildings. These buildings represent the ways in which nationally and regionally prevailing styles and construction techniques were translated into the historic built environment of rural Georgia. Good local examples of such popular architectural styles as Greek Revival, Victorian Gothic, Victorian Eclectic, Italianate, Eastlake, Queen Anne, Neoclassical, Georgian, Colonial Revival, and Craftsman/Bungalow are present in the district. Without exception this architecture is vernacular rather than high style and represents its carpenter-builder rather than architect-contractor origins. It also reflects Guyton's growth and development over more than a century.

In terms of landscape architecture, the district is significant for its siting upon a sandy plateau in the midst of low swampy ground. This clearly reflects early nineteenth century locational theory, and it gives the district its landscape character.

(CONTINUED)

9. Major Bibliographical References

See Continuation sheet.

10. Geographical Data

Acreage of nominated property 250 acres

Quadrangle name Guyton, GA

Quadrangle scale 1:24000

UMT References

A	1,7	4,6,3	1,4,0	3,5,7,8	2,2,0
	Zone	Easting		Northing	
C	1,7	4,6,2	9,1,0	3,5,7,6	7,2,0
E					
G					

B	1,7	4,6,3	6,9,0	3,5,7,7	0,9,0
	Zone	Easting		Northing	
D	1,7	4,6,2	3,8,0	3,5,7,7	8,4,0
F					
H					

Verbal boundary description and justification Boundary is described by a heavy black line on the attached maps and is justified in Section 7.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
N/A			

11. Form Prepared By

name/title Richard Cloues, National Register Coordinator
Historic Preservation Section
organization Department of Natural Resources date August 13, 1982
street & number 270 Washington Street, S.W. telephone 404 656-2840
city or town Atlanta state Georgia

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon
title State Historic Preservation Officer date 8/20/82

For HCRS use only
I hereby certify that this property is included in the National Register
Entered in the National Register date 9/30/82
for Melissa Byers
Keeper of the National Register
Attest: _____ date _____
Chief of Registration

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The district is also significant for its pervasive and historic sense of open space, which gives the community its distinct rural appearance. The relatively undeveloped land along the northern edge of the district results from its designation as common land in the nineteenth century, an unusual landscaping and community planning amenity in nineteenth-century Georgia. More common is the broad swarth of open land paralleling the now abandoned railroad right-of-way through town.

In terms of transportation history, the district is significant for showing how the railroad affected community planning and development in nineteenth-century Georgia. Guyton was laid out in anticipation of the railroad, which made it possible for the first time to settle this previously remote place, and it grew with the transportation and communications opportunities the railroad offered. It also took on a characteristic small railroad town appearance, with gridiron streets, major avenues with fine houses flanking the railroad right-of-way, and a central business district adjacent to the tracks. Given the strong role played by the railroad in Guyton's history, it is unfortunate that the depot and even the railroad tracks themselves have been removed from the town.

In terms of local history, the district is significant as a commuter suburb and a place of seasonal residence for some of Savannah's businessmen, planters, and railroad officials. Guyton's small-town atmosphere and excellent rail service made it a viable alternative to in-town Savannah living, and its removal from the immediate coast provided some relief from the high humidity and disease associated with coastal areas.

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Interviews:

Conducted by staff members of the Coastal Area Planning and Development Commission, in
Guyton, with:
Cook, Mrs. Mary
Norton, Ray
Sowell, Ray
Todd, Dr. Willie
Tweedy, James D.