



# 7. Description

Survey No. WA-V-253

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

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The small town of Charlton is located along both sides of Charlton Road (Dam No. 5 Road), north of the crossing of the Western Maryland Railway tracks, southeast of Clear Spring. The approximately 10-15 late 19th and early 20th century houses here are generally of frame construction, 2 or 2½ stories in height, with one-story porches, and are set in small yards. They are unified by similarities in setback and orientation to Charlton Road, as well as similarities in height, scale, and building materials.

Most of the houses in Charlton are of one of two types. One type is a rectangular block, gable roofed with roof ridge parallel to the road, and three bays wide with center doorway; a second type is cubical in form with a pyramidal roof and dormers. Both house forms are typical of houses built throughout the state during this period. Although Charlton is cohesive and appears to be relatively free of later intrusions, some of the houses have had either been partially or completely altered by the addition of aluminum siding. WA-V-108, a grain elevator located near the railroad tracks, is already listed on the Maryland State Historic Sites Inventory.

# 8. Significance

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Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

### Specific dates

### Builder/Architect

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

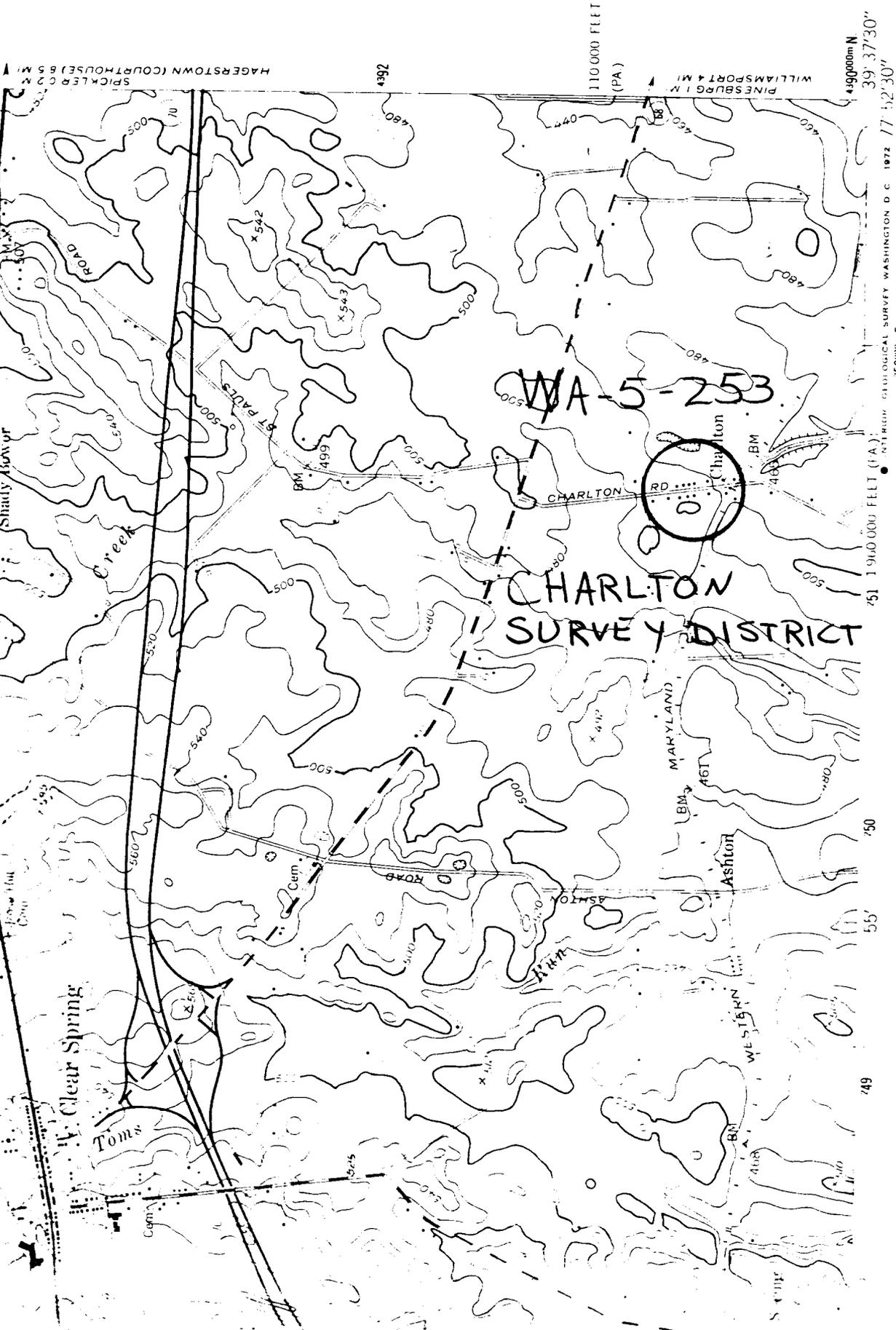
Prepare both a summary paragraph of significance and a general statement of history and support.

The town of Charlton is significant architecturally as an example of a small central Maryland village which developed at the turn of the 20th century as a result of the introduction of the Western Maryland Railway into this agricultural area. The houses are unified by similarities in height, construction material, setback, yard size, and all feature one-story porches. The I-house and cubical house forms, typical of Maryland at this time, comprise the majority of houses in Charlton. Although Charlton is free of large modern intrusions, many of the houses do have modern siding. A grain elevator (WA-V-108) stands near the railroad tracks.

The 1877 Lake, Griffing, and Stevenson atlas of the county shows only what is now Charlton Road, with no buildings. By 1913, a U.S.G.S. topographic map of that year shows the Western Maryland Railway and a small group of houses at this location.



1914



ROAD CLASSIFICATION

- Heavy duty
- Medium duty
- Light duty
- Unimproved dirt
- ( ) State Route
- ( ) Interstate Route

1 MILE

1 KILOMETER

(WILLIAMSPORT)  
563 III SE



CLEAR SPRING, MD