

CARR-553

Millers Survey District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 04-16-2004

CARR-553

Millers Historic District
Millers

According to J. Thomas Scharf (1882) the town of Millers was named for a Michael Miller. The 1862 map shows a George Carsons, who had two buildings, including a blacksmith shop, in this exact location. The town arose only around 1879-80 when the Western Maryland Railroad built its line from Reisterstown up to Pennsylvania. Perhaps one of the earliest, and most important structures to the town, is that at 3501 Young Road. It must have been built right after the railroad tracks were laid. It was apparently used as a hotel, and probably doubled as the passenger station. The property at 3500 Young Road was used as a cigar factory. The Millers Church (CARR-1098) was originally a United Brethren congregation. On 18 November 1884 it was decided to erect to a 30' by 40' church building. The railroad, of course, was the main reason for the existence of the small, crossroads community of Millers. Farmers brought their milk to Millers in 10 gallon cans and loaded them into a special car on the 6:00 a.m. train, known as "The Milk Train", while hucksters then rode in a passenger car into Baltimore to sell their wares.

Maryland Historical Trust
State Historic Sites Inventory Form

 MARYLAND INVENTORY OF
 HISTORIC PROPERTIES

Magi No.

DOE ___yes ___no

1. Name (indicate preferred name)

 historic Millers Historic District

and/or common

2. Location

street & number

___ not for publication

city, town

Millers

___ vicinity of

congressional district

state

county Carroll
3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name

street & number

telephone no.:

city, town

state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc.

Courthouse Annex

liber

street & number

55 N. Court Street

folio

city, town

Westminster

state

MD
6. Representation in Existing Historical Surveys

title

date

___ federal ___ state ___ county ___ local

depository for survey records

city, town

state

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 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.

Summary: The Town of Millers is located approximately two miles northeast of Manchester in northeastern Carroll County. It is situated along the old Western Maryland Railroad (now CSX) line, which runs southwest to northeast and is intersected by Millers Station Road, the principal thoroughfare. The intersection is at a low cut, with a steep ridge off to the northwest and a gentle slope to the east. Several other roads branch off of Millers Station Road, leading to the towns of Maple Grove, Alesia, and Lineboro. The Town of Millers consists of about 64 contributing resources on 19 separate properties.

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The house at 3526 Young Road, at the western edge of Millers, is a two-story, three-bay center entrance plan house. It has a rubble stone foundation, aluminum siding, and a standing-seam-metal gable roof. There is a four-panel wood door with a one-light transom, and 2/2 double hung sash. The front (northeast) facade has a one-story, three-bay, shed roof porch with asphalt shingles. The deck and metal posts are new replacements, but the porch retains two jigsawn scroll brackets. There is an internal brick chimney on the southeast elevation and an addition on the rear.

The house at 3525 Young Road is also a two-story, three-bay center entrance plan house. It too has a rubble stone foundation, aluminum siding, and a gable roof with standing-seam metal covering. The door has one large light over one lying panel, with two vertical panels at the bottom. There is a one-light transom and 2/2 sash. The front (southwest) elevation has a one-story, three-bay, half-hipped-roof porch on new metal posts. There is an internal brick chimney on the northwest elevation and an addition on the rear. Also on the property is a barn of vertical board siding on a rebuilt, CMU foundation. It has a gable roof of corrugated metal and a shed addition on the northeast. There is also a privy with vertical board siding and corrugated metal on the gable roof. The door is on the southwest.

8. Significance

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 checked="" 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 checked="" 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 checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

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.

Summary: According to J. Thomas Scharf (1882) the town of Millers was named for a Michael Miller. The 1862 map shows a George Carsons, who had two buildings, including a blacksmith shop, in this exact location. The town arose only around 1879-80 when the Western Maryland Railroad built its line from Reisterstown up to Pennsylvania. Perhaps one of the earliest, and most important structures to the town, is that at 3501 Young Road. It must have been built right after the railroad tracks were laid. It was apparently used as a hotel, and probably doubled as the passenger station. The property at 3500 Young Road was used as a cigar factory. The Millers Church (CARR-1098) was originally a United Brethren congregation. On 18 November 1884 it was decided to erect to a 30' by 40' church building. The railroad, of course, was the main reason for the existence of the small, crossroads community of Millers. Farmers brought their milk to Millers in 10 gallon cans and loaded them into a special car on the 6:00 a.m. train, known as "The Milk Train", while hucksters then rode in a passenger car into Baltimore to sell their wares.

Historic Period Themes: Agriculture Architecture, Economic, Transportation
Geographic Organization: Piedmont
Chronological/Developmental Periods: Industrial/Urban Dominance A.D. 1870-1930
Resource Types: Small family farmsteads, rural vernacular, stores, hotel, railroad

According to J. Thomas Scharf (1882) the Town of Millers was named for a Michael Miller, although no biographical information was given about the man. Since the town did not exist in 1877 (see map) and arose only around 1879-80 when the Western Maryland Railroad built its line from Reisterstown up to Pennsylvania, it seems likely that Scharf's information was current. It was also referred to as "Tank", because the railroad had built a water tank along the tracks here. In reality, there were apparently three different water tanks, built at three different locations, though all are long gone. The first was about 100 feet east of the crossing in Millers, and the third about 500 yards farther down the track. According to local sources, originally there was a dirt road that came from Baltimore along Falls Road, through Albanstown, along what

Description (continued)

Section 7 Page 2

The house at 3516 Young Road is a two-story, three-bay structure with aluminum siding and a gable roof of inverted-v-seam metal. The second story of the front (northeast) elevation has three 2/2 sash with blinds. The first story has two doors with Queen Anne muntins, and storm doors with twelve lights above one lying panel. One door is centered between the east and center bays, and the other door is in the west bay. There is a one-story porch with standing seam hip roof that wraps around the northeast and southeast elevations. It has brick piers and new metal posts. There is a two-story wing on the rear. Also on the property is a one-story barn with vertical-board siding, a gable roof of corrugated metal, a shed-roofed addition on the southwest, and a shed on the northwest that creates a "saltbox" profile. The southeast elevation has two dutch doors with a wood louvered vent between. There is a privy with vertical, beaded-edge-and-center board siding, a shed roof, a door on the northeast, and a window on the southeast. There is also a garage with siding to match the privy, a gable roof of corrugated metal, and a recent roll-up, panel door on the southeast.

The house at 3513 Young Road is another two-story, three-bay, center entrance plan structure with aluminum siding and a standing-seam metal gable roof. The door is four-panel wood, with sidelights of two lights above a panel, and a two-light transom. There are new 1/1 sash. There is a one-story, wrap-around porch on the southwest (front) and southeast elevations. It has brick piers that support five wood Doric columns across the front, with square vertical balusters between. There is a two-story wing on the rear, with a large internal brick chimney between the wing and the main block, on the east end of the northeast elevations of the main block. Also on the property is a garage of rock-faced concrete block with a standing-seam metal gable roof, diamond-pattern shingles in the southwest gable end, and below it a trifold door, with four lights above two panels in each section. There is a bank barn with a rubble stone lower story and vertical board wood siding above. The forebay faces northeast and has CMU's under the overhang, with six vents and center double doors above another pair of double doors, on the upper story. The southwest elevation has central double doors on rollers, with two vents on each side. The side elevations are three bays wide, with one row of vents and a 6/6 sash between two vents in the gable end. The roof is slate. Also on the property is a wagon shed/corn crib with a corn crib on the northeast side and open ends on the northwest and southeast. It has vertical board siding and a standing-seam gable roof.

The house at 3501 Young Road is a two-story, banked structure with asphalt shingle siding and a standing-seam gable roof. The southwest elevation faces the road and has four bays on the first story, including a single-light door to the west and double doors with two panels each in the west-center bay. The second story has a 2/2 sash in each end bay and two 4/2 sash in the gable end. The southeast elevation faces the

Description (continued)

Section 7 Page 3

railroad tracks and has an exposed brick cellar wall. The second story has five 2/2 sash to the south. The first story has seven bays, with three 2/2 sash to the south, three doors in the center, and one 2/2 sash to the east. All of the first story windows each have a pair of three-panel shutters and the second story has blinds. There is a raised, one-story, wrap-around porch on the southeast and southwest. It has stone corner walls and chamfered wood posts with jigsawn balustrades and brackets. Northeast of the structure are two four-bay by one-bay, shed roof poultry houses with German siding and 6/6 sash. Northwest of the building is a line of three structures. First is a shed-roofed building of vertical, beaded-edge-and-center board siding with a door on rollers on the southwest end. Next is a shed-roofed structure with German siding. It has three bays on the southeast and two doors on strap hinges on the northwest. Beyond this is a one-story ground barn with vertical board siding and a gable roof. There are two vents on the southwest, with a third in the gable end, and two doors on rollers to the south of the southeast elevation.

The house at 3500 Young Road is another two-story, three-bay, central-entrance-plan structure. It has a rubble stone foundation, aluminum siding and a standing-seam metal gable roof. The windows have 2/2 sash and the entrance has a four-panel wood door with a transom. There is a central gable with a semi-circular 2/2 sash. The northeast (front) elevation has a three-bay, one-story, half-hip roof porch with chamfered posts, jigsawn scroll brackets, and a standing-seam metal roof. There is a two-story, three-bay, shed-roof ell on the south side of the southwest elevation.

The house at 4022 Millers Station Road is also a two-story, three-bay, central-entrance-plan building, but it is banked on the south with the front facing east. The exposed cellar walls on the north and east are rubble stone, the siding is of asbestos shingles, and the gable roof has standing-seam metal. The door has one large light above two panels, with a two-light transom above. The sash are 2/2. There is a wrap-around porch on the east and north, set on brick piers at the cellar level. Above are square posts with jigsawn scroll brackets. Behind the house is a summer kitchen of CMU's with a standing-seam gable roof and cantilevered porch roof on the east elevation. Beyond this is a ground barn with vertical board siding and a standing seam gable roof. It has double doors on rollers and a dutch door on the east elevation, and a wagon shed addition on the north elevation. There is also a wagon shed/corn crib of vertical board siding and a standing-seam gable roof.

The building at 4104 Millers Station Road is a two-story structure with the gable end facing south toward the street. It is covered with asbestos shingle siding and has standing-seam metal on the roof. The first story has two 1/1 sash and a central entrance

Description (continued)

Section 7 Page 4

with nine lights over two lying panels. There is a one-story, shed roof porch with standing seam metal roof and new sub-structure. The second story has two 6/6 sash with gable surrounds, and the gable end has a vent and a six-light casement. The building is five bays deep, with 6/6 sash and a shed-roofed addition on the north, with a loading dock.

The house at 4107 Millers Station Road is a two-story, five-bay, center-entrance-plan structure of all-stretcher-bond brick with a slate gable roof. It has 1/1 sash with splayed jack arches and a storm door of twelve lights over one lying panel, with a one-light transom. The house faces north and has a one-story, three-bay, shed-roofed porch on this elevation, with standing seam metal, turned posts, jigsawed scroll brackets and jigsawed apron. There is a brick ell on the southwest and a recent addition to the west. Also on the property is a vertical board wood shed with a standing-seam gable roof and two doors on rollers on the north elevation. Behind the house is a privy with vertical board siding, a gable roof, and a door on the east.

The house at 4108 Millers Station Road is a two-story, five-bay, center-entrance plan building with a rubble stone foundation, all-stretcher bond on the front (south) elevation, 6-1 common bond on the other elevations, and a standing-seam metal gable roof. There are 6/6 sash with splayed jack arches and wood sills. The entrance has sidelights with two lights and one panel, a two-light transom with two rows of dentils above, and a door that has one large light over two panels. The first story has one window on each end, but nothing in the bays between the ends and the center door. There is a one-story, half-hipped roof porch with standing seam metal on new wood posts. The porch is two bays wide, and is centered on the entrance. The cornice has a plain wood fascia board. The house is slightly banked, with an exposed cellar wall and a raised, one-story, shed-roofed porch on the west. The porch has square posts with square, vertical balusters above a horizontal board rail. There are two doors on the first story of this elevation, with one large light above two panels, and a two-light transom. Between the doors is a 6/6 sash. Behind the house is a two-bay by two-bay, board and batten summer kitchen with a standing-seam gable roof and an internal brick chimney centered on the east gable end. There is also a one-story ground barn on the property. It has vertical, beaded-edge-and-center board siding and corrugated metal on the gable roof. From west to east, the south elevation has a pair of doors on rollers, a pair of hinged doors with eight lights each, two 6/6 sash, a hinged door, and one 6/6 sash. There is a shed addition to the north side. Also on the property is a large poultry house with a split gable roof with three-light windows in the clerestory. It has a CMU foundation and German siding, and has been added onto on the northeast end.

The house at 4115 Millers Station Road is a two-story, four bay, frame structure with asbestos shingle siding and a standing seam gable roof. The first story has end windows and a door in the east-center bay. The west-center bay has nothing now. Above are a 6/6 sash in each end bay. There is a one-story, shed-roofed porch on the north (front) facade. There is an addition to the rear and an ell on the west end that is one story with a raised attic, a stone foundation, and a standing seam gable roof. It is two bays long, with a nine-light door and 6/6 sash. Also on the property is a brick smokehouse of all-stretcher bond with a standing-seam metal gable roof and a vertical board door on the northeast elevation.

The house at 4125 Millers Station Road is a four-bay, two-story frame structure with the gable end facing north, toward Millers Station Road. There are 2/2 sash and two center entrances on the first story of this elevation. The doors have fifteen lights. The windows have a pair of three-panel shutters on the first story and blinds on the second. The house is covered in asbestos shingle siding, but has alternating length shingles in the gable end, with two four-light sash. The gable roof has standing-seam metal. There is a wrap-around porch on the north and east, with square columns and a shingled balustrade wall to the front. On the south a hyphen connects the house to the summer kitchen. This building is two bays square, with a stone foundation, German siding covered by asbestos shingles, and a wood shingled gable roof. There is an external brick fireplace on the west end, two 6/6 sash on the south, and a four panel wood door on the east. Also on the property is a banked barn with forebay on the north. It has a concrete foundation, circular-sawn joists, and beaded-edge-and-center vertical board siding. The ramp is in one gable end, and has a pair of doors on rollers, while the other gable end is cantilevered. The north wall of the lower story has matching siding laid horizontally, with three dutch doors on strap hinges and two 6/6 sash between them. There is a hog pen with concrete foundation and vertical-board siding. It has a gable roof and a vertical board door on the east. There is also a two-bay by one-bay poultry house with vertical, beaded-edge-and-center board siding, a shed roof, and a vertical board door on the north. Another poultry house is three bays by one bay, with German siding, a shed roof, and a beaded-edge-and-center vertical board door on the east elevation. There is a privy with beaded-edge-and-center vertical board siding, a shed roof, and a door on the east. Also, there is a one-bay-square smokehouse with a gable roof, vertical-board siding, and a matching door on the east elevation.

The house at 4133 Millers Station Road is a five-bay, two-story brick structure of all-stretcher bond that faces north and is built on a center-entrance plan. The gable roof is slate. It has segmentally arched 1/1 sash with wood sills and a door with one light, and a one-light transom. There is a wrap-around porch on the north and west with Doric

Description (continued)

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columns. On the rear is an original ell and a new addition. Also on the property is a smokehouse with vertical-board siding, a gable roof, and a door on the north. There is a banked barn with a rubble stone lower story, asphalt shingle siding, and a gable roof with slate. The forebay faces north and has a shed addition in the lower story. There is a hog pen with a stone foundation, beaded-edge-and-center vertical board siding, now covered by brick-pattern asphalt shingles, and a gable roof. The east end has a concrete pen, while the west is connected to a wagon shed that has a parged stone foundation, siding to match the hog pen, also covered by the shingles, and a gable roof, as well. Also on the property is a corn crib with horizontal wood slats, a shed roof, and a door on the north end of vertical, beaded-edge-and-center boards.

The house at the northeast corner of Millers Station Road and Alesia Road is two stories and four-bays by two-bays, and faces south toward the former road. It is a "Pennsylvania Farmhouse" plan structure with two center doors of one large light above one lying panel, with two vertical panels below and a two-light transom above. The sash are 2/2, and there are only three in the second story, with one centered. The house is frame, with brick-pattern asphalt shingle siding. The gable roof is slate. The gable ends have diamond-pattern wood shingles. There is a wrap-around porch on the south and west with a standing-seam metal roof and turned posts. The house has a two-story ell on the west of the rear elevation, with a one-story addition on the east of the rear. Also on the property is a one-bay by two-bay summer kitchen with beaded-edge-and-center vertical board siding, a gable roof, a single door on a roller on the south elevation, and shed additions to the east and north.

A description of the Millers United Methodist Church can be found in survey for CARR-1098.

The house at 4132 Alesia Road is a two-story homestead ell with gable end facing east to the street. It has 1/1 sash, asbestos shingle siding, and scalloped shingles in the gable ends. There is a wrap-around porch across the east and, on the south, in the ell. It has turned posts and jigsaw brackets. The east elevation of the ell is one bay, with a door with three lights above three panels. The east elevation of the main block is two bays, with a door in the south bay that has nine lights above a cross buck. There is a one-story, shed-roofed addition on the west (rear). The foundation is parged and the roof is standing-seam metal.

The house at 4134 Alesia Road is a two-story, "Pennsylvania Farmhouse" plan structure with four bays on the first story. The two center doors have one large light above two panels. The sash are 1/1. The second story has windows only in the end

Description (continued)

Section 7 Page 7

bays. There is a gable roof and asbestos shingle siding. The front (east) elevation has a three-bay porch with square posts. Also on the property is a privy with asbestos shingle siding, corner boards, and a gable roof. There is a poultry house with a gable roof with cupola, and a vertical-board door on the end. On the south is a shed-roof addition with beaded-edge-and-center board siding. There are three other non-descript, shed roof buildings with vertical, beaded-edge-and-center board siding.

The houses at 4146 and 4150 Alesia Road are virtually identical two-story, four-bay "Pennsylvania Farmhouse" plan structures with rubble stone foundations, two center doors, and only two windows in the second story, on the ends. The windows on 4146 are 1/1 and the siding is aluminum, while those on 4150 are 2/2 and the siding is asbestos shingle. They both have one-story, three-bay, shed-roof porches, with turned posts on 4146 and new square posts on 4150. Both have gable roofs with standing-seam metal. Also on 4146 is a three-bay by one-bay, shed-roof poultry house with beaded-edge-and-center board siding and a door on the east. There is also a privy with a gable roof, asphalt shingle siding, and a vertical board door on the south. At 4150 is a privy with brick-pattern asphalt shingle siding over vertical, beaded-edge-and-center boards, a gable roof, and a vertical board door on the north. There is also a shed with vertical board siding, a matching door on the east, two matching doors on rollers on the south elevation, and a gable roof.

is now Millers Station Road, out Young Road to Water Tank Road and into Lineboro. It was known as Black Rock Road.

Local tradition says that a George Harmon was a blacksmith on the site of Millers from the mid-nineteenth century to 1907, when the shop was torn down to build a house. The 1862 map shows a George Carsons who had two buildings, including a blacksmith shop, in this exact location. There are two structures shown on the north side of Millers Station Road, east of Alesia Road, in 1877, at least one of which appears to have belonged to a "M. Shaffer". This was likely the same two in 1862, one of which was the blacksmith shop in question. Perhaps one of the earliest, and most important structures to the town, is that at 3501 Young Road. It must have been built right after the railroad tracks were laid. It was apparently used as a hotel, and probably doubled as the passenger station. A freight office existed across the road from the old store, but was moved and may survive as a storage shed on another property. The property at 3500 Young Road was used as a cigar factory either between 1880 and 1890, or around 1900, according to which source you use. They both agree that it was operated by John K. Miller. It apparently was family-run for a while, but later there was outside help and later still a small general store was run there. The first post office in Millers was also located in this building, until about 1914-15. The Millers School was located east of town, on Millers Station Road. Both the log and later brick buildings survive, but are well outside of the district boundaries. The log school probably dates to 1863, before the town of Millers itself.

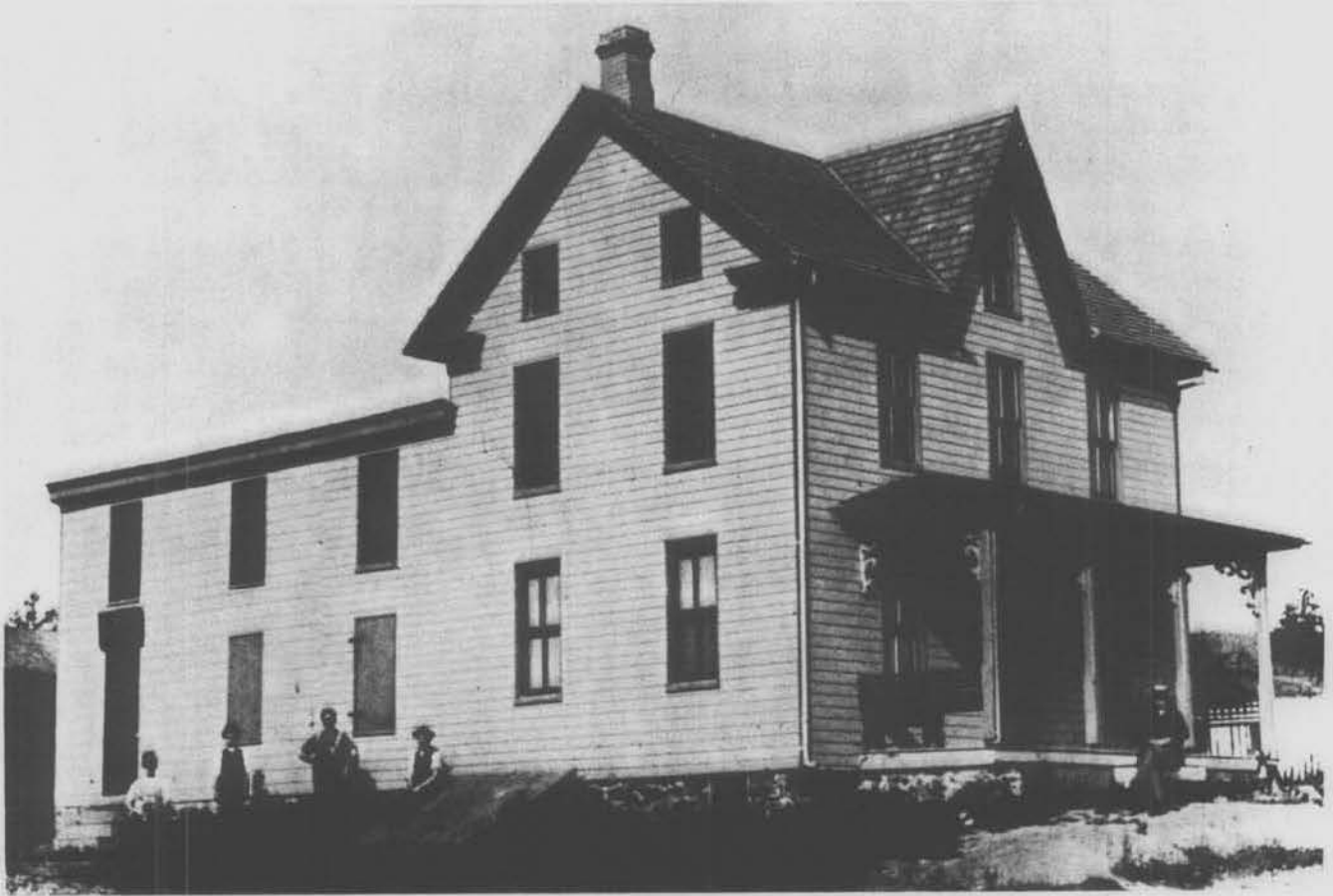
The Millers Church (CARR-1098) was originally a United Brethren congregation. On 18 November 1884 it was decided to build a 30' by 40' church on property donated by Aaron Miller. Ground was broken on 26 December 1884 and the church completed in the summer of 1885. A Mr. Barber may have been the builder. An eight-foot steeple was added in 1893 and a wire fence was installed around the church lot in 1875. The cemetery was fenced in 1911. The standing-seam roof dates to 1935, and the stone veneer was applied in 1969.

The railroad, of course, was the main reason for the existence of the small, crossroads community of Millers. Every day three passenger trains travelled from Baltimore to Gettysburg and back on this line, according to local remembrances. Farmers brought their milk to Millers in 10 gallon cans and loaded them into a special car on the 6:00 a.m. train, known as "The Milk Train", while hucksters then rode in a passenger car into Baltimore to sell their wares. One such huckster, apparently, was Isiah Miller, who had a slaughter house in Millers in the early 1900's and made sausage and scrapple. For some years he had a huckster route in Baltimore before moving there

Significance (continued)

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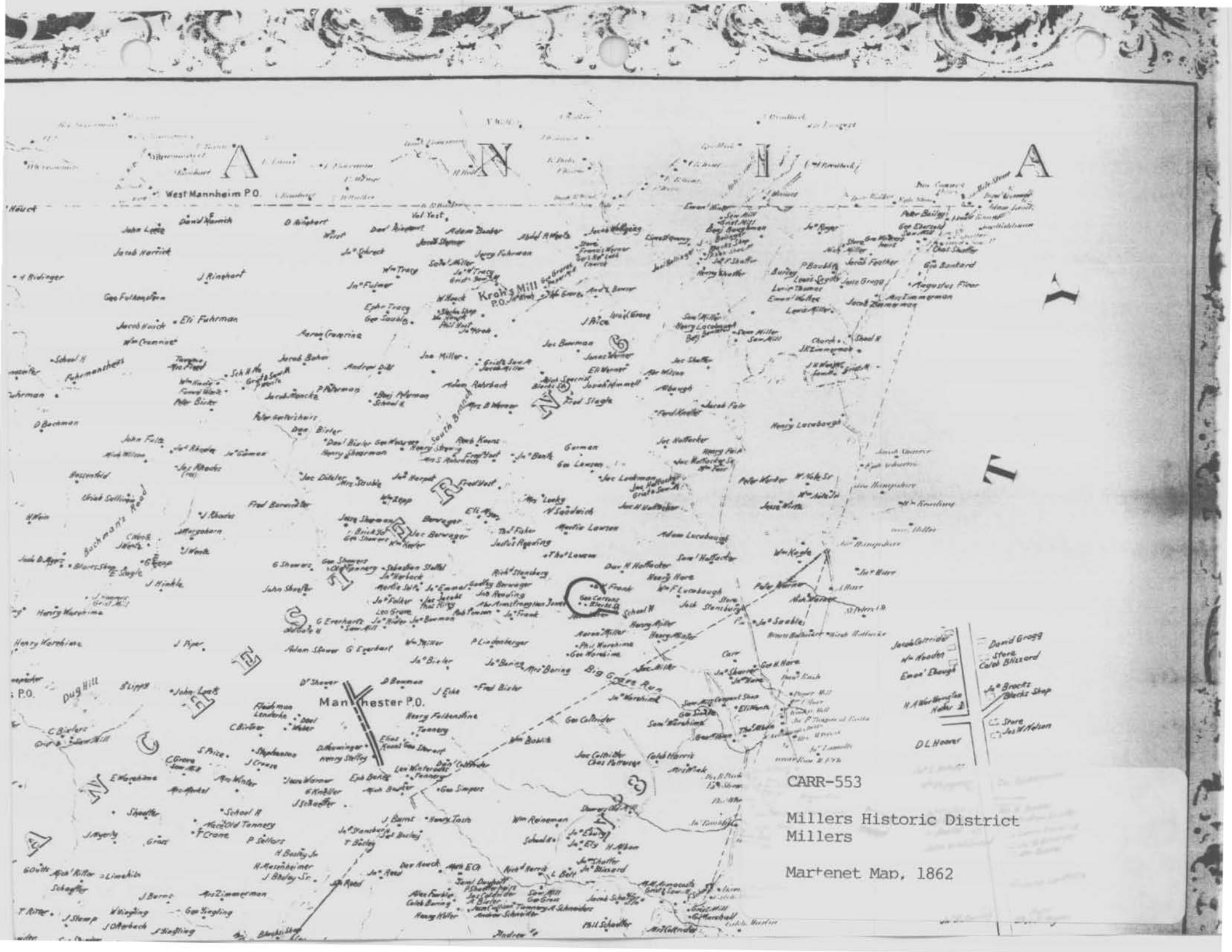
around 1910. There was an ice house on the east side of Alesia Road, just north of the railroad underpass, with a pond on the opposite side of the road. Another pond, the property of Isiah Miller, was along the railroad tracks. Being a huckster, he had a great need for ice. In the late 1800's there was a general and dry goods store described as being on the opposite side of the railroad tracks at the corner of Young Road and Millers Station Road. The first store keeper was a Mr. Wheeler, who leased the property and later sold the business to a Mr. Cullison. In 1907 Jacob Zepp bought the property and took over the business. Zepp's son-in-law, Michael Leister, took over from him in 1935. Leister also ran a feed and hatchery business. He ground and mixed feed and carried the "Purina" line of feed and supplies, as well as hatching around 30,000 chicks. Another business found in Millers was shoemaking and repair, done in the home of a Mr. Hoofnagle in the early 1900's. His house was identified as the third on the left on Alesia Road (4144?).



Above: Manchester became a prominent center for the manufacture of cigars shortly after the Civil War. The Miller Cigar Factory shown in this photograph and the Excelsior Cigar Factory were important in this industry.
 Photograph by Robert E. Porterfield



CARR-553
 Millers Historic District
 3500 Young Road
 Miller Cigar Factory
 from: The First 150 Years: A Pictorial History of Carroll County, Maryland 1837-1987, p.26



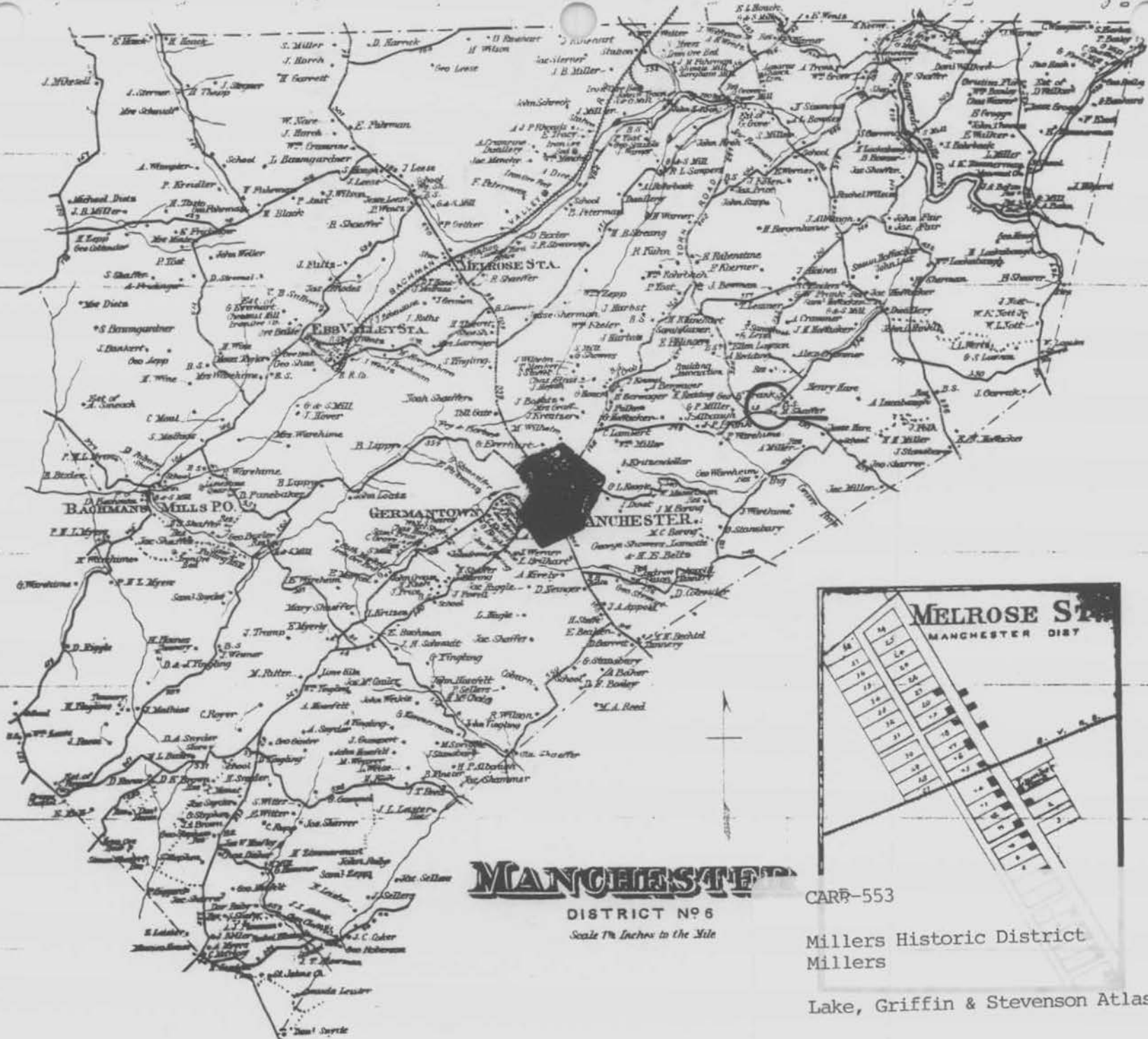
West Mannheim P.O.

Manchester P.O.

CARR-553

Millers Historic District
Millers

Martenet Map, 1862

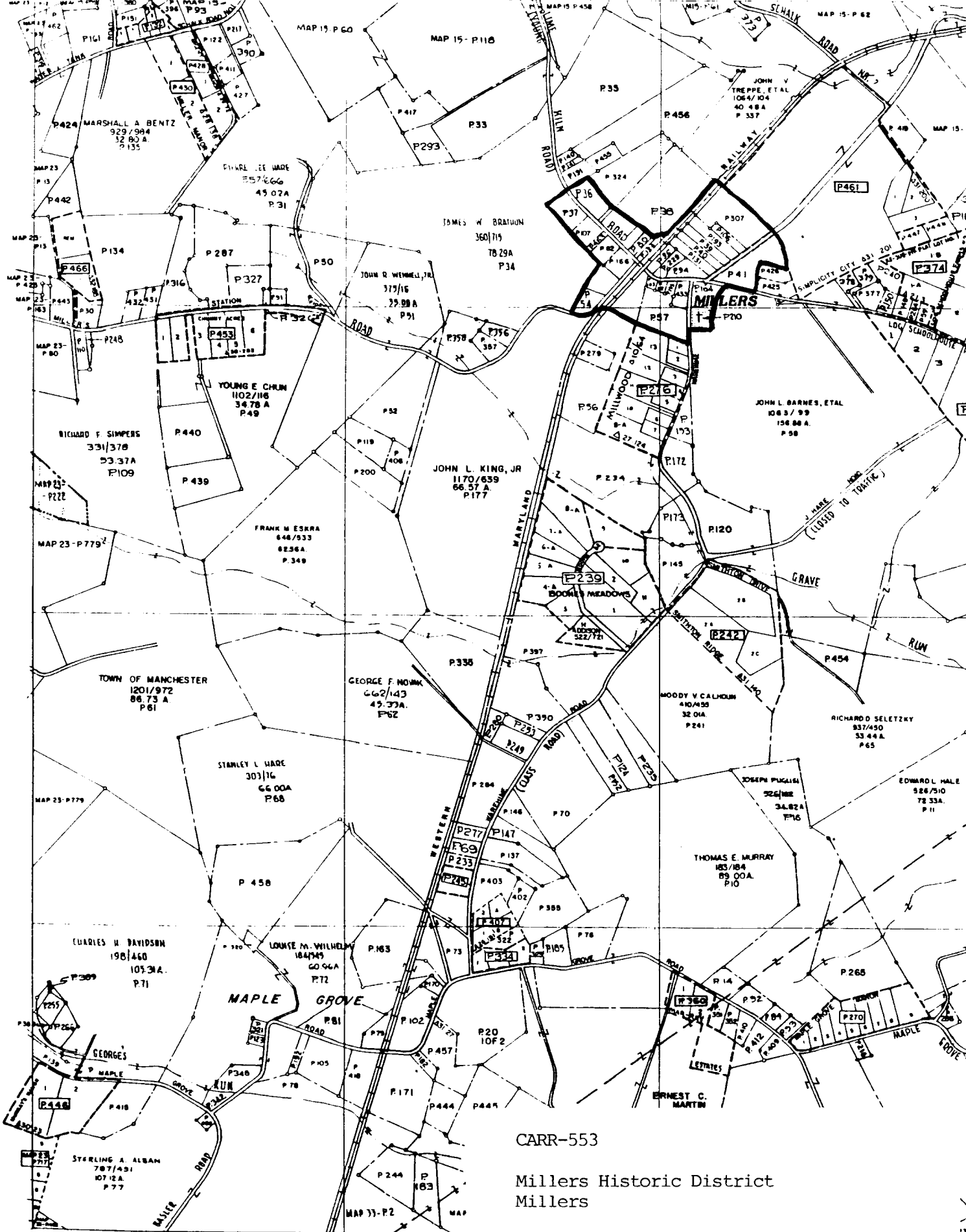


MANCHESTER
 DISTRICT NO 6
 Scale 1/4 Inches to the Mile

CAR-553

Millers Historic District
 Millers

Lake, Griffin & Stevenson Atlas, 1877



CARR-553
 Millers Historic District
 Millers
 Assessments & Taxation Map 24

23

219685.3 mN
 410996.3 mE

5663 III NW
(MANCHESTER)

MANCHESTER 1.1 MI.

40'

4392

4391

4390

660 000 FEET
(MD.)

HANOVER, PA. 14 MI.
MANCHESTER 1.3 MI.

4389



CARR-553

Millers Historic District
Millers

Quad: Lineboro



Millers

CARR-553

3516 Young Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust
House - barn - east: north elevs.

1/22



Millers

CH1212 553

3513 Young Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust
South & east elevs.

2/22



Millers

CAK-553

3513 Young Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg Loc.: Maryland Historical Trust
Barn & garage - south elevs.

3/22



Millers

CAK-553

3501 Young Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust

South & east elevs.

4/22



Mullers

CAK12-553

3501 Young Rd.

Carroll County, Maryland

Photo: Kenneth M. Shert

Date: April 1992

Neg. Loc.: Maryland Historical Trust

west of South - elevs

5/22



Millers

CAK12-553

3500 Young Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust
east: north elevs.

4/92



Millers

4022 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. loc.: Maryland Historical Trust

House: Outbuildings - north elevs.

7/22



Millers

4104 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc. Maryland Historical Trust

South - east elev.

8/22



CARIZ-SS3

Millers

4107 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust

North elev.

7/2



Millers

4108 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust
House - south & east elevs.

9/22



Millers

4108 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust
House - west & south elevs.

1/22



CAK2-553

Millers

4108 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust
Outbuildings - south elevs.

1/2



millers

CARR-553

4115 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Sholt

Date: April 1992

Neg. Loc.: Maryland Historical Trust

House: Smokehouse - east & north elevs.

1/2,



Millers

CARE-553

4125 Millers Station Road

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust

House - east & north elevs.

14/22



Millers

4125 Millers Station Rd.
Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust

Barn: hog pen - east & north elevs.

15/22



Millers

4133 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg Loc: Maryland Historical Trust

House - north elev.

1/2,



Millers

4133 Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. loc.: Maryland Historical Trust

Barn's Hog Pen - east & north elevs.

17/22



Millers

CAK12 - 553

NE cor. Millers Station Rd. & Alesia Rd

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc: Maryland Historical Trust
House: summer kitchen - south elev.

18/20



Millers

CARP-553

N.E. cor Millers Station Rd. & Alesia Rd

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Reg. loc.: Maryland Historical Trust

Summer kitchen; house - birth elev.

1912



millers

millers U.M. Church

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. loc. Maryland Historical Trust
West & South elevs.

20/22



Millers

NW cor. Alesia Rd. & Millers Station Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. Loc.: Maryland Historical Trust

House - south, east elevs.

2 1/2,



Mullers

4148 - 4150 Alesia Rd.

Carroll County, Maryland

Photo: Kenneth M. Short

Date: April 1992

Neg. loc.: Maryland Historical Trust

east & north elevs.

22/22