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BA-2568 **DEEP CUT** - 1895 - Railway cut under Westchester Avenue bridge, emerging just north of Ellicott City bridge. An excavation was started by the Columbia and Maryland Railway, later absorbed by the United Railways and Electric Company, to bring the Edmondson Avenue trolley cars into Main Street, Ellicott City. Some 0.2 mile in length, the cut is 80 feet deep, and was abandoned in 1955 and promptly purchased by the County Commissioners. The cut will be incorporated into a rails-to-trails park linking Ellicott City, lower Oella, and the Benjamin Banneker Park. The transit company purchased the large Alhambra mansion (built 1859) to acquire the right-of-way through the hill that blocked access to the river valley. This was a major engineering project for an interurban trolley car system, possibly unique to the Baltimore region. The first electric car reached Ellicott City in December 1899.

BA-2569 **TROLLEY BRIDGE PIERS AND ABUTMENTS** - ca. 1895 - 6 Oella Avenue. The Ellicott City trolley car line emerged from the Deep Cut, crossed Oella Avenue, and climbed to the level of a multi-span bridge that carried it over the Ellicott mill race and then over the Patapsco River, under the B. & O.'s Oliver Viaduct, and to the center of Main Street on the Howard County bank. These stone structures survived dismantling of the bridge in 1955. Located across the road from McLaughlin's Hotel, now called the Valley View Tavern.

BA-2570 **WILKINS-ROGERS MILL** - 1917 - 27 Frederick Road, Ellicott City, Baltimore County bank of Patapsco River. Large steel, concrete and glass flour mill with concrete grain silos, built by the Macgill Milling Company in 1917, the year after their earlier plan was lost to fire. This was the site of the 1772 Ellicotts Patapsco Mill, which burned in 1809 and was replaced. In or about 1789, the Ellicott brothers tried out Oliver Evans' system of automating the flow of products through a mill. A steam engine was added to the mill building that stood in 1875 and was equipped with a 200 HP Corliss steam engine; the chimney of that installation is the only surviving element of the Charles A. Gambrill Milling Company complex. The Ellicott millrace was filled in during road work in 1940. The Jonathan Ellicott House was destroyed in the 1972 floor; the George Ellicott House (q.v.) was moved out of the flood plain in 1987.

BA-2571 **NO. 9 TROLEY CAR RIGHT-OF-WAY** - 1895 - Between Patapsco River bank and Edmondson Avenue, Ellicott City - Oella area. Linear park laid out for electric interurban line in 1895 and acquired by County commissioners in 1955 after abandonment of trolley car service.

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