



# BULLETIN



Vol. 1, No. 3

February, 1972

## LAKE ROLAND COMMITTEE REPORT

By George S. Wills, Chairman

### 1. LAKE ROLAND: COMMUNITY AND GOVERNMENT ACTION

Since the October 1971 issue of *The Bulletin*, our community's work on Lake Roland has included much activity and gradual progress. Beginning with the "walking tour" for community residents and local government officials, the past three months have been marked by a number of important developments:

1. **The "Walking Tour"**—On October 30, approximately 100 interested citizens and local officials toured critical shoreline and feeder stream points along the Lake. Representatives participated from the Federal Soil Conservation Services; the Baltimore City and County Public Works and Recreation Departments; Towson State College; the Regional Planning Council; local industries and environmental engineering firms. The tour achieved its objective—that of stimulating community interest in the Lake and its problems, with particular attention to the technical aspects of those problems. Robert Wirth, President of the Sierra Club and long-time student of the Lake, briefed us on the serious accumulation of sediment into the northern end of The Lake. Bob predicts a life span of little more than 2 or 3 years for much of the Lake, if this soil runoff continues unchecked.

2. **The Lake Roland Committee's Meeting with Engineering Consultants**—One week after the walking tour, members of the Lake Roland Committee held a meeting with our consultant—Dr. M. Gordon Wolman, Chairman of the Johns Hopkins University Department of Environmental Sciences. One of the country's leading environmental engineers and sediment control experts, Dr. Wolman acquainted us with the Lake Barcroft, Va., community's successful efforts over the past 10 years to restore that Lake, similar in size and problems to Lake Roland.

In addition to Dr. Wolman, representatives from local engineering firms discussed with us the technical problems and costs of sediment control, including capital construction and annual removal costs. Two firms have submitted preliminary proposals for engineering feasibility studies to our Association.

3. **The Association's Decision to Appropriate funds for an Engineering**

**Study, Contingent Upon Local Government Participation in Solving the Lake's Pollution Problems.** On November 22, the Board of Governors of our Association voted to appropriate \$2,000 towards the cost of an engineering feasibility study of the Lake, contingent upon a number of conditions being met. The most important of these conditions is a determination of what role Baltimore City (the owner of Lake Roland and Robert E. Lee Park) and Baltimore County would play in the development of a program for restoring the Lake.

4. **Meetings with Baltimore City and Baltimore County.** Two meetings have been held with County and City officials to attempt to resolve jurisdictional and maintenance problems with Lake Roland. Our Association was represented at these sessions by President Talbott Bond; Board members Dorsey Yearly, James Campbell, and George Wills; and Dr. Wolman. Government officials participating have included:

**From Baltimore City**—Dr. F. Pierce Linaweaver (Public Works Director); Douglas S. Tawney (Recreation & Parks Director); H. W. Sandrock (City Solicitor's Office); Daniel Cearfoss (Sediment Control Officer, Public Works Dept.); John H. Prussing (Waste Water Division).

**From Baltimore County**—Bruce Alderman (County Solicitor); Albert Kaltenbach (Public Works Director); Fred Dewberry (Federal Relations Coordinator); E. N. Diver (Chief of Engineering Bureau); William J. Tierney (Recreation & Parks Director); William Hammond (Solicitor's Office). These meetings included discussion of a large number of topics—ranging from:

- a. Available funds for sediment and flood control to
- b. funds for construction of sediment basins and a maintenance program
- c. The use of a special taxing district to assist in raising funds
- d. Sources of government funds and related community participation
- e. Development of light recreation programs (fishing, hiking, etc.) at Robert E. Lee Park and preservation of

(Continued on page 2)

### MEMBERSHIP INCREASE CITED BY PRESIDENT

The Ruxton-Riderwood-Lake Roland Area Improvement Association has registered approximately a 50 per cent gain in membership from December of 1970 to December, 1971; 434 members in December, 1970 to 663 members in December of 1971. (25 families resigned last year and only three families resigned this year).

Increased interest in our association is due to an active Board and its working committees. Perhaps the greatest improvement within the association this year is the news bulletin which is being published quarterly. This involved and tedious job is handled by Mr. Gontrum, chairman of the publication committee. Jack Mulholland, of the Communications committee, has given reports at each monthly Board meeting on problems of zoning in the surrounding area. We have given support to outside associations where our committee has recommended it. Telegrams were sent to county councilmen supporting the Valley Planning Councils opposing the extension of Falls Road sewer. The zoning committee under Phil Goldsborough, is, at the present time, relatively quiet. However, we are giving financial support to some residents who are in opposition to Rockland Bleach and Dye alleged improper use of certain properties for parking.

Sam Williams, of the Roads Committee, is constantly involved in the solving of and recommendations for various problems in the area, checking to see that roads are not being widened and extended through the heart of Ruxton and keeping a watchful eye on the new overpass project linking the Harrisburg Expressway with Charles Street.

The Lake Roland Committee, directed by George Wills, is now at a crucial stage in its attempt to prevent the further degradation of the Lake. Great effort and time has been spent on this project. Finally, the increase in members last year is indicative of the work of the membership committee under Pitts Robinson.

If you have any suggestions or complaints, contact your area captain or committee chairman. The enthusiasm shown through letters and phone calls is greatly appreciated. Remember, you are the Lake Roland, Ruxton, Riderwood Improvement Association.

the Lake's northern end as a wildlife-nature sanctuary.

There was a consensus at the meeting that, in order to get any or all of the preceding programs underway, Baltimore County could officially express its interest management of the Lake and Park through possibly a lease arrangement from the City. As of this writing, the County's Department of Recreation & Parks was scheduled to review this option in early February, with submission of a recommendation to County Executive Anderson. It is important to note that these discussions are complex, but that your Association is moving as quickly as possible to encourage governmental participation in order that any community financial involvement can be based upon a sound overall restoration-preservation program for the Lake.

## II OTHER DEVELOPMENTS

**1. Towson State College and Sediment Control for the Towson Run:** Through the Association's efforts in cooperation with Dr. James Fisher, President, and Mr. Wayne Schelle, Vice President, of Towson State College, much progress is being made in developing controls for soil runoff from the College's building construction program on Osler Drive. After meeting with several of us from The Lake Roland Committee, College and State officials have arranged for hydro-seeding at the Administration Building site. For the new Fine Arts Building, a sedimentation barrier or pond will be built, once Baltimore County conformance on related road construction sediment control is confirmed. A January 10, 1972 letter from Mr. Schelle confirms these details.

**2. Sediment Control To Protect Lake Roland From Excavation Of Sobeloff Property—**We have recently experienced problems in connection with the planned overpass connecting the Harrisburg Expressway and North Charles Street at the Beltway. Letters from the Association and Lake Roland Committee have been sent to numerous State Roads Department, Sediment Control and Permit officials. Excavation was begun last week without any apparent construction devices to prevent soil runoff into Lake Roland. Thanks to the alert monitoring by Area Captain Erroll Hay and Association Member Dr. James Hitzrot, a meeting was held with State Roads officials and representatives of the Excavation Construction Co. (E & C). In attendance were Association President Bond, Lake Roland Committee Chairman Wills, Mr. Hay, and Dr. Hitzrot.

The State has promised to follow sediment control procedures in the work being done over the right-of-way it controls. Baltimore County has jurisdiction over the Sobeloff property,

excavation being done by E. & C. Community concern still exists as to whether this company will do its utmost to prevent soil runoff into Lake Roland. A meeting is scheduled this week with county officials. (Please report any violations you see to Mr. Hay or Dr. Hitzrot).

**3. The Junked Cars on the Bellona Avenue Side of Lake Roland—**After repeated pressure by your Association, a County zoning hearing will be held in February to determine responsibility between Baltimore County and the Penn Central Railroad for removal of these cars.

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## TAX REASSESSMENT PROGRAM CREATES WIDE PROTEST

Sweeping reassessment of properties throughout the Ruxton-Riderwood area have resulted in substantial increases in value for tax purposes. Most of the homeowners have filed protests with the Bureau of Assessments. Countywide the protests are now well over 5000. In some instances the increases have totaled over one hundred per cent. Exorbitant tax bills will thus present a burden for the average homeowner who is confronted with the inflationary cost of living in every department.

Protests will be heard during the spring months before the tax bills are issued for the fiscal year beginning July 1, 1972-through June 1973.

Property owners are advised that they have a right of appeal to the County Appeal Tax Court, and from that Court to the Maryland State Tax Court. A total of 29,262 properties were reassessed in the county last fall, according to the Maryland Department of Assessments and Taxation.

The all-Republican delegation to the General Assembly from the Third District of Baltimore County has complained to Gov. Mandel about recent property reassessments, and called on the state's chief executive—if it is within his power to do so—"to freeze the reassessment to 5.5 per year until such time that wage-price controls are raised or lifted."

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## ZONING PROBLEMS CITED NEAR ROCKLAND BLEACH

Possible violations of county zoning regulations in the vicinity of the Rockland Bleach and Dye Company's mill on Falls Road near Ruxton Road are cited in a letter to the County Department of Permits and Licenses in a letter by Phillips L. Goldsborough, III, chairman of the Zoning Committee of the Ruxton-Riderwood—Lake Roland Improvement Association, Inc.

Attention is called especially to over-the-road trailers and abandoned cars parked on residential land adjacent to the Baltimore County Fire Station at Falls and Ruxton Roads. It was also

pointed out that there is parking on residential land along Wrights Lane and on the former railroad right-of-way in that vicinity.

The communication to the county authorities also emphasized the existence of a traffic hazard by reason of parking on the east side of Falls Road in the vicinity of the mill, with the parking vehicles projecting out onto the travelled surface of the highway.

Besides Mr. Goldsborough, the other members of the Zoning Committee are Heyward Hamilton, Dr. Geary L. Stonesifer, James W. Hundley, Richard G. MacGill, Mrs. Hugh Kabler and Dr. James Hitzrot.

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## TRAFFIC SIGNS RELOCATED

The traffic hazard at the intersection of Rolandvue and Malvern Roads will be alleviated in a great degree by the relocation of two warning signs in this immediate area. This improvement followed a letter by S. James Campbell, member of the Association traffic committee, to William T. Melzer, Deputy Traffic Engineer of Baltimore County, who said that the two warning signs would be relocated to a "more suitable location approaching the bridge site." Also a side road warning sign would be installed as requested.

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## GARBAGE DISPOSAL AND DOGS

Dogs running loose have created a nuisance in a number of neighborhoods of the Ruxton-Riderwood area. A usual complaint is that dogs constantly upset garbage cans, thus causing the contents to be strewn over sidewalks and roadways. Passing traffic adds to the annoyance and danger by crushing cans and bottles and spreading the debris.

A suggestion to homeowners to help alleviate this situation, since it is almost impossible to keep all the dogs chained, is to place garbage cans in a supporting frame to prevent the receptacles from toppling when canines make their assaults for edible morsels. Garbage can tops should be firmly attached and kept in place by the weight of some stones or bricks.

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## MRS. GRACE BINFORD DINNING

Mrs. Grace Binford Dinning, of the 1115 block Hollins Lane, who died November 15, 1971, after a long illness at 67, was a founder and the original secretary of the Ruxton-Riderwood-Lake Roland Improvement Association. She was the widow of E. Lawrence Dinning, Jr. She was born in Sherwood (now Riderwood), daughter of John G. and Lenore T. Binford. Mrs. Dinning is survived by two sons, E. Lawrence Dinning, 3rd, of Belair, and John B. Dinning, of Riderwood; two brothers, Frank T. Binford and Charles T. Binford, both of Ruxton, and five grandchildren.

## EXECUTIVE COMMITTEE

Edwin K. Gontrum, Chairman  
T. Talbott Bond, President  
A. Pitts Robinson, Vice-President  
George S. Wills, Secretary  
William N. Finley, Jr., Treasurer  
Dorsey Yearley  
Dr. John H. Mulholland  
D. Heyward Hamilton  
Phillips L. Goldsborough, 3rd  
Mrs. G. L. Sadtler, Ass't. Sec.

## COMMITTEE CHAIRMEN

Zoning—Phillips L. Goldsborough, 823-2852  
Membership—A. Pitts Robinson, 825-7518  
Traffic and Roads—Samuel C. Williams,  
823-8358  
Publication—Edwin K. Gontrum, 823-9180  
Communications—Dr. John H.  
Mulholland, 828-1811  
Lake Roland—George S. Wills, 823-9243

## New Members of Association Since October Bulletin

Mrs. Ethan Allen Andrews  
Mr. & Mrs. William D. Archer  
Mr. & Mrs. Andrew C. Armstrong  
Dr. & Mrs. J. S. Armstrong  
Mr. John W. Avirett, II  
Mr. Robert R. Bair  
Mr. & Mrs. Joseph H. Baker  
Mr. Herbert P. Bangs  
Dr. & Mrs. Robert M. Barnhart  
Dr. & Mrs. Frederick W. Bauer  
Dr. & Mrs. G. William Benedict  
Mrs. Charles E. Bills  
Mrs. Aubrey Bodine  
Mr. & Mrs. Walter E. Boggs  
Mrs. W. A. Boykin, Jr.  
Mr. & Mrs. Kenneth W. Branamen  
Mr. T. J. Branch  
Mr. A. Gordon Brandau  
Mr. Robert Bronnon  
Mr. E. O. Byrd, Jr.  
Mr. William J. Callis  
Mr. & Mrs. Thomas N. Carey, Jr.  
Mr. James M. Carlsen  
Mr. & Mrs. Julian S. Clarke  
Dr. John N. Classen  
Mr. Joseph M. Coale, III  
Mrs. C. Walter Cole  
Mr. & Mrs. William J. Cooper  
Mr. & Mrs. J. D. Copanos  
Mrs. Margaret S. Connor  
Mr. & Mrs. James W. Curran, Jr.  
Dr. & Mrs. Marion H. Davidson  
Mrs. Harold K. Dell, Jr.  
Mrs. Frederick L. Detrick  
Dr. & Mrs. P. E. Dibos  
Mrs. Doris K. Dickinson  
Mr. & Mrs. Austin X. Dopman  
Mr. & Mrs. George C. Doub, Jr.  
Mr. & Mrs. F. Donald Fenhagen, III  
Mr. Bernard H. Fink  
Sen. Jervis Spencer Finney  
Mr. T. Read Fulton  
Mr. & Mrs. Richard E. Gatchell  
Dr. William D. Gentry, Jr.  
Dr. & Mrs. Edward Gfeller  
Mr. & Mrs. Gilman G. Goodrich  
Mr. & Mrs. Fred W. Gould  
Mr. & Mrs. George P. Govatos  
Mr. & Mrs. Bert F. Green, Jr.

Mr. & Mrs. James E. Greenwood  
Mr. & Mrs. James A. Griffin, Jr.  
Mr. & Mrs. Virgil A. Halbert  
Mr. Ernest L. Harner  
Dr. & Mrs. Clinton Harrison  
Mr. & Mrs. Franklin Hemphill  
Mr. & Mrs. Paul M. Hoff  
Camillo Iacoboni & Sons  
Mrs. Bernard N. Jackson  
Dr. & Mrs. A. Everette James  
Mr. & Mrs. F. H. Jencks  
Mr. & Mrs. A. Reid Johnson  
Mr. & Mrs. Roger Johnson  
Mr. & Mrs. George Kahl, Jr.  
Dr. & Mrs. William H. Kammer, Jr.  
Mr. & Mrs. Thomas A. Keefe  
Mr. & Mrs. Kevin C. Keelty  
Dr. & Mrs. Socrates Kendros  
Mr. & Mrs. Stephen S. Knipp  
Dr. & Mrs. David L. Knox  
The Rev. & Mrs. E. L. Lacher  
Mr. & Mrs. A. Garey Lamber, Jr.  
Mr. & Mrs. W. W. Lanahan  
Mr. & Mrs. Paul R. Lee  
Mrs. W. A. Leland  
Mr. & Mrs. Robert G. Loecher  
Mr. Emery M. Low  
Dr. T. Crawford McAslan  
Dr. & Mrs. John M. McGovern  
Mr. Levi Manchester  
Mr. & Mrs. John W. Marshall  
Mr. John A. Martin  
Mr. Leonard J. Martinkus  
Mr. Spiro J. Maschas  
Mr. Robert Paul Mann  
Mr. George M. Mealy  
Mr. & Mrs. Fred W. Meier  
Mrs. William H. Merrill  
Mr. Francis A. Michel, Jr.  
Mr. & Mrs. J. Clark Mitchell  
Mr. Colin T. Montgomery  
Mr. John D. Moore  
Mr. & Mrs. Richard Nash, Jr.  
Mr. & Mrs. John R. Newcomb  
Mr. E. L. O'Brien  
Mr. J. Richard O'Connell  
Mr. & Mrs. R. C. O'Connor, Jr.  
Mr. & Mrs. Charles J. Owens  
Mr. & Mrs. J. H. Peterson  
Mr. & Mrs. John R. Randall  
Miss Mary Sue Ray  
Dr. & Mrs. Richard D. Richards  
Dr. & Mrs. Curt P. Richter  
Mr. & Mrs. Howard Ritter, Jr.  
Ruxton American  
Mr. & Mrs. William B. Sawers, Jr.  
Mr. & Mrs. Louis E. Schmidt  
Miss Esther E. Scott  
Mrs. Evelyn R. Shade  
Mr. & Mrs. Douglas N. Sharretts  
Mrs. Alexandra Shepherd  
Mr. & Mrs. DeFois H. Siegfried  
Mr. & Mrs. James T. Sinclair  
Dr. & Mrs. Garner W. Smith  
Mr. & Mrs. Mercer Smith  
Dr. Olive C. Smith  
Mr. & Mrs. H. Russell Smouse  
Dr. & Mrs. James M. Sowa  
Mr. Arthur B. Steuart  
Mr. & Mrs. Colin Thomas  
Mr. & Mrs. Russell C. Tontz  
Mr. & Mrs. V. A. Traub, Jr.  
Mr. & Mrs. Herbert E. Trieschman  
Mr. & Mrs. Milton Turner  
Dr. Maurice J. Van Besien  
Mrs. Alice Vlack

Mr. & Mrs. E. Nelson Wareheim, Jr.  
Mr. & Mrs. Lester H. Waskins  
Mrs. Alice Hopkins Waters  
Mr. & Mrs. William F. Waters  
Mr. E. Richard Watts, Jr.  
Mr. & Mrs. Harry C. Weiskittel, III  
Mr. & Mrs. Ray H. Weldon  
Miss Bertha Welson  
Mr. & Mrs. William J. White  
Mr. & Mrs. Richard C. Wright  
Mrs. Henry M. Yeager

## FEDERAL FUNDS MAY HELP LAKE AREA

The reclamation of Lake Roland, one of the beauty spots of the area, now seems assured, according to Congressman Clarence D. Long, sponsor of the Clean Lakes Act, who is hopeful that this legislation when enacted by Congress will provide the necessary funds to prevent further pollution and degradation of the lake. The following report by Congressman Long is of vital local interest:

My September, 1970 visit to Lake Roland and my efforts to obtain Federal funds to help restore it uncovered the fact that there were no Federal programs to save or restore freshwater lakes. State officials told me that there were no programs in Maryland which would help Lake Roland. After viewing such debris in the lake as a traffic sign, beer cans, a leaking tin of oil, tennis netting and paper cups; after sinking half-way up to my knees in silt, and after learning from State health officials that the bacteria count was dangerously high, I decided that Federal assistance was imperative if Lake Roland and others like it are to be saved.

In March, 1971, I introduced the Clean Lakes Act to provide Federal aid for anti-pollution efforts for Lake Roland, Loch Raven Reservoir and other fresh-water lakes.

Last summer, I testified before the Public Works Committee at hearings on the Water Pollution Control Amendments on 1971. This February the Committee plans to report sweeping amendments to the water pollution control program, including the basic provisions of my Clean Lakes Act.

Under the Committee's proposal, states will be required to present a state-wide plan for attacking pollution in all fresh-water lakes—not only immediate pollution problems, but causes of pollution, in order to prevent future damage. Federal grants to any state in any fiscal year cannot exceed 70 per cent of the funds the state spent on remedies for fresh-water lake pollution. This will encourage states to direct their own resources into the program as well.

Money for cleaning up Lake Roland must, under the Committee proposal, await approval of the state-wide plan for Maryland. I shall encourage state officials to submit their program as soon as the bill becomes law. As similar provisions were passed by the Senate during the last session of this Congress, I am hopeful that enactment will come.

## INTERSTATE 83—CHARLES STREET INTERCHANGE

By Erroll B. Hay, III

Residents who drive the northern section of the Beltway have probably noticed the clearing of land and earth moving along the southern side of the Beltway between the Harrisburg Expressway (I-83) and Charles Street. This is a State Roads project to connect the south-bound lanes of the Harrisburg Expressway to Charles Street and the Beltway at the Charles Street Interchange.

What is of great concern to the residents of the Ruxton-Riderwood-Lake Roland area is further siltation of Lake Roland due to the run-off from this project into the stream which runs through the area presently being cleared and graded. We all remember the great amount of siltation damage done Lake Roland during the Joppa Road-Thornton Road bridge project.

On January 21, a committee of Talbot Bond, George Wills, James Hitzrot, Richard Murray and Erroll Hay representing the Ruxton-Riderwood-Lake Roland Improvement Association met with members of the State Roads Commission to find out what steps the State was taking to prevent erosion and to insist that all necessary steps be taken to insure no soil run-off will find its way into Lake Roland.

Briefly, the State Roads Commission outlined its schedule for earth moving as follows:

1. Clearing and grading the right-of-way for the new interchange. This includes relocation of the stream. The State has responsibility for making sure settling basins are provided to stop soil run-off.

2. Clearing the Sobeloff property (now owned by Excavation Construction Co.) between the Charlesgate Apartments and Brookside Lane and north of Bellona Avenue to the Beltway right-of-way. After clearing, Excavation Construction Co. will strip this tract of its soil to provide fill dirt for the new interchange. This dirt-stripping operation is outside the authority of the State Roads Commission; the responsibility for sedimentation control belongs to Excavation Construction Co. through their grading permit obtained from Baltimore County.

It appears to those of us who attended the meeting that the State Roads Commission is willing to do whatever is necessary to prevent erosion. However, their representatives admit that soil control is a new field for them, and their past performance indicates less than perfect control.

The Ruxton-Riderwood-Lake Roland Improvement Association is doing, and will continue to do, everything possible to stop the degradation of Lake Roland. Residents who see any soil escaping from this project or any sedimentation in the stream leading away from this area should report this to the Association by calling either Dr. James Hitzrot, 828-7458

or Erroll Hay, 825-3724. Anyone wishing to discuss this project further may contact the above names or Mr. Cliff Carter of State Roads, 296-0052, or Mr. Frank Gunther of Baltimore County, 494-3950.

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### MARCH ON ANNAPOLIS TO PROTEST TAX ASSESSMENTS

The Committee of Civic Associations of Baltimore County will hold a special meeting the evening of February 8 to plan a march on Annapolis (in cooperation with State Police) to protest the tax reassessment program now in progress in Baltimore County. It is pointed out that mounting values of the reassessment project will result in a tremendous burden to the average homeowner, demanding a financial outlay that would leave little for other expenses.

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### MUSIC AND FLOWERS

Patrick Ercolano, Jr., 14 years old, a student at St. Mary's School, has recently conducted an experiment in growing flowers. He planted flower seeds in several cans properly filled with dirt, and then subjected the operation to a bombardment of both rock and classical music from a nearby loud speaker. The seeds under this musical treatment grew in one-third of the time than those planted and allowed to mature under the customary plan without the aid of melody. Young Ercolano's father is a member of the staff at the Ruxton Harrington store.

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### OLD COURT ROAD HISTORY

Old Court Road was originally an Indian trail, then used by the rangers from the Garrison Fort to keep back the Indians. It was later used as a road to the court at Joppatown, the county seat of Baltimore County from 1712 to 1767.

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### MEMBERSHIP FINANCIAL REPORT

Membership report as of January 1, 1971, showed a total of 434 members. During the year there was a decrease as follows—deceased 5, resigned 6, non-payment of dues 3, moved from area 11, leaving a total of 410. For the period ending December 31, 1971, the memberships made a substantial gain, a record number of 663. There were 135 members listed since the October Bulletin, 69 members in October Bulletin for months of July, August and September. There were 49 new subscribers between Jan. 1-71 and June 30-71.

Williams N. Finley, Jr., treasurer of the Association, submitted his annual report for the year 1971. Cash on hand as

of Jan. 1, 1971, including savings deposits and interest on same and cash on hand totaled \$11,816.31. Disbursements for various expenses, printing, postage, clerical service, legal fees, etc., totaled \$4,862.85, leaving a cash balance on hand as of December 31-1971, of \$6,953.86.

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### MTA TAKES OVER RUXTON BUS ROUTES

The Mass Transit Administration is now operating buses in the Ruxton-Riderwood area. The MTA service which replaces the Ruxton Bus Company, known familiarly as the Green Hornet, started operations Monday, January 17. Walter J. Addison, mass transit administrator, said that the Ruxton firm's short advance notice for ending the service did not allow the MTA time to develop a full plan of operation, but that after it has completed studies, the Ruxton schedules will be revised. The 30-cent fare on the new service will be 5 cents cheaper than the fare of Ruxton Bus Company, according to MTA. In addition passengers who rode both lines in the past and paid two fares will now only have to pay one because they will be able to transfer.

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### REPORT OF COMMUNICATION COMMITTEE

By Dr. John Mulholland

The Riderwood Hills Neighborhood Association has filed an appeal on the proposed conversion of additional commercial occupants of the Ruxton Towers Apartment building. Our association has joined them in this appeal.

No decision has been reached following a September, 1971, hearing on the zoning of Egypt Farms. The issue is whether it stays DR-16 (apartment) or is converted to BL (business light). The decision is currently with the Zoning Commissioner.

An appeal in zoning on the Meadowood, Inc. land (approximately 110 acres Southwest of the intersection of Falls Road and Valley Road) has been withdrawn. The appeal was for conversion to DR 16 and BL from the current zoning of low density residential.

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### FINAL ARGUMENTS BERWICK ROAD CASE

Final legal arguments in the Berwick Road-Cook-Finley Right of Way case, which was heard before Judge Albert Menchine on October 7, 1971, will be concluded on Thursday, February 10, 1972, at 10 A.M. in Courtroom No. 2, Towson Courthouse.

Proceedings will be limited to the presentation of arguments by the two attorneys representing the respective litigants to support briefs previously filed in the case. It is hoped that those interested in the case will attend this concluding session.

# TRAFFIC AND ROAD COMMITTEE REPORT

Samuel C. Williams, Chairman

Survey parties assigned to duty recently in the vicinity of Ruxton Road and Bellona Avenue have been compiling data to update the topographical maps of the area and to make a study of the approaches to the new Joppa Road bridge. Official information disclosed that there was no validity to the rumors concerning the widening of Bellona Avenue, the bridging of the railroad at Maywood Avenue and the tie into Ruxton Road. This information was also confirmed by Albert Kaltenbach, Chief Engineer of Baltimore County, who was contacted by Heyward Hamilton. Mr. Kaltenbach stated that the grade crossing at Ruxwood and Sherwood Avenues would be open while the bridge was under con-

struction. Jim Campbell also discussed the matter with the county authorities.

The proposed change in approaches from the York Expressway to the Beltway will involve the elevated road over the Beltway. This improvement will ease congestion and hopefully alleviate the danger of accidents that now exists.

An automatic traffic light instead of the present flash system at Bellona Avenue and Ruxton Road is not necessary at this time, according to a decision of the County Traffic Department. The county survey disclosed that the traffic volume is only great enough for a period of two hours to warrant such a change in the signal.

## A WINTER'S WALK . . .

Lake Roland As Seen By Robert Wirth

It doesn't matter where you start from or what time of day it is. I like early morning just as the winter sun begins to rise behind the skeletons of trees, for it is then when the Lake becomes most like wilderness—with only me as the intruder.

I start at the Hoopers at the west side of the Lake. On reaching the cindered path, the former roadbed of the Northern Central, I mentally flip a coin to decide if I go north and clockwise, or southward toward the dam. Today, it is southward.

The sky is yet dark with only a patch of light appearing in the east. I stride easily, slowly, until the rhythm of walking takes over. Passing a slight draw, I recall a summer's day when I saw a red fox in a shaft of light, in this same draw, drinking from a thin stream. We looked at each other for a few seconds, he then to dash off into the brush. Each subsequent walk around the Lake seems to recall like events.

My breath steamed white as I reach the south end of the Lake—the catch-all for all the debris that floats down. I am puzzled by the recently cleared, brushless area that appears here. I pause to shake my head at the frightful collection of debris in the water and turn onto the little used railroad tracks. One must adjust his walking to the ballast bed for it is rough and uneven. I discern the thin track made by motorcycles. Pausing at the railroad bridge, I remember the summer swallows that nest on the underside of the girders, they darting with swift grace under the bridge and out the other end. Up the ballast bed, crossing to east of the tracks where the path is smoother. I am puzzled at the absence of birds here, where in warmer seasons the wood thrush and cardinals liked to hide.

Soon, I am at the turn of Bellona. I walk down the bank to the extending arms where Towson Run enters the Lake.

There are a few birds flying here, the juncos appearing as white spots against the grey brush. From the end of one arm, I observe the built up islands now appearing southward in the Lake. Will more of these appear during the ensuing year? I think so.

Reaching the meadow, I see the domestic geese, all seven quacking at my disturbance. They put into the water, paddling south along the marsh like a convoy of white boats. I gaze at the marsh seeing fully how it has grown with its eastern addition. At the Club Road bridge, I frighten a group of mallards that fly off in a haphazard pattern, dropping down close to the marsh. Here, I recall the pair of immature whistling swans seen a few weeks earlier resting and feeding in the shallow water. Now begins the ideal hiking path—flat, easy to walk in the midst of a narrow forest. As I near the cove closest to the marsh, I hear the familiar rattle of the belted kingfisher, that sits in the low branches of the old sycamore waiting patiently for a moving fish for him to swoop down and snare. I delight in seeing this wild bird each time I do for he has become a symbol of the wildness of the area.

Now I am walking almost due west, high on the north bank of the Jones Falls. At this place, a month ago, I thrilled to the large group of cedar waxwings,

beautiful in their yellowness and head crest, feeding on the last of wild grapes.

When I climb the bank to the top of the Northern Central Railroad bridge, I pause to cut the apple that I take along on each walk, for in eating the apple, I am assured of a rest; to merely sit and watch, cold as it may be. What I remember here is the flight of the great blue heron which, flying low, almost touching the water, flew under the bridge to continue westward along the Jones Falls until he turned a bend and I could not see him. It was perhaps the most exciting bird flight I had ever seen. And because I had brought no camera with me then, I must depend on my poor memory to recall that unbelievable happening.

Apple finished, I turn eastward again as I walk near the old roadbed. In the tall oaks, locusts, and occasional walnut, I see the perky chickadees and tufted titmice seeking food. Past the old streetcar repository (how almost complete nature has healed that scar) and onto the wider cinder path, back to where I started some ninety minutes previously.

But such a walk is not of time for they are timeless, and though I walk essentially the same route on each walk, every walk is a fresh, new event: in weather, in color, in nature's additions and subtractions, in music and quietness. Nature is no cave of pain, as so wisely written in "The Outermost House" by Henry Beston. If nature is to be meaningful to humans, it must be experienced. Beston also writes, "Whatever attitude to human existence you fashion for yourself, know that it is valid only if it be the shadow of an attitude to Nature."

Though degraded and maligned, and seemingly unimportant in the eyes of bureaucrats, we are fortunate to have Lake Roland. Perhaps with diligence and hard work, we can save it. Just perhaps.

My walk was over. Now I would put on my boots and go down into the marsh. I think the ring necked pheasant could be found but if he wasn't, I knew the downy woodpeckers would be there. And today, I brought my camera...

Mr. Wirth is a member of the faculty of Maryland Institute College of Arts.

### Membership dues for 1972

Individual Membership	\$ 5.00
EACH ADDITIONAL MEMBER OF HOUSEHOLD	2.50
Business Membership	10.00
Sustaining Membership	10.00

## RUXTON VILLAGE APARTMENTS

Work is nearing completion on the Ruxton Village Apartments on Bellona Avenue between Ruxton and Malvern Avenues. There are sixteen buildings with a total of 96 apartment units. A number of the apartments have been occupied. Roadways have been fully paved. All necessary sodding has been completed, thus eliminating source of muddy streams during the torrential rains of early winter. Fir and spruce and appropriate hedging have been planted to add to the general appearance of the project.

A fire during the windy cold evening of January 15 damaged three units which are now undergoing repairs. There were no building or fire code violations according to county regulations.

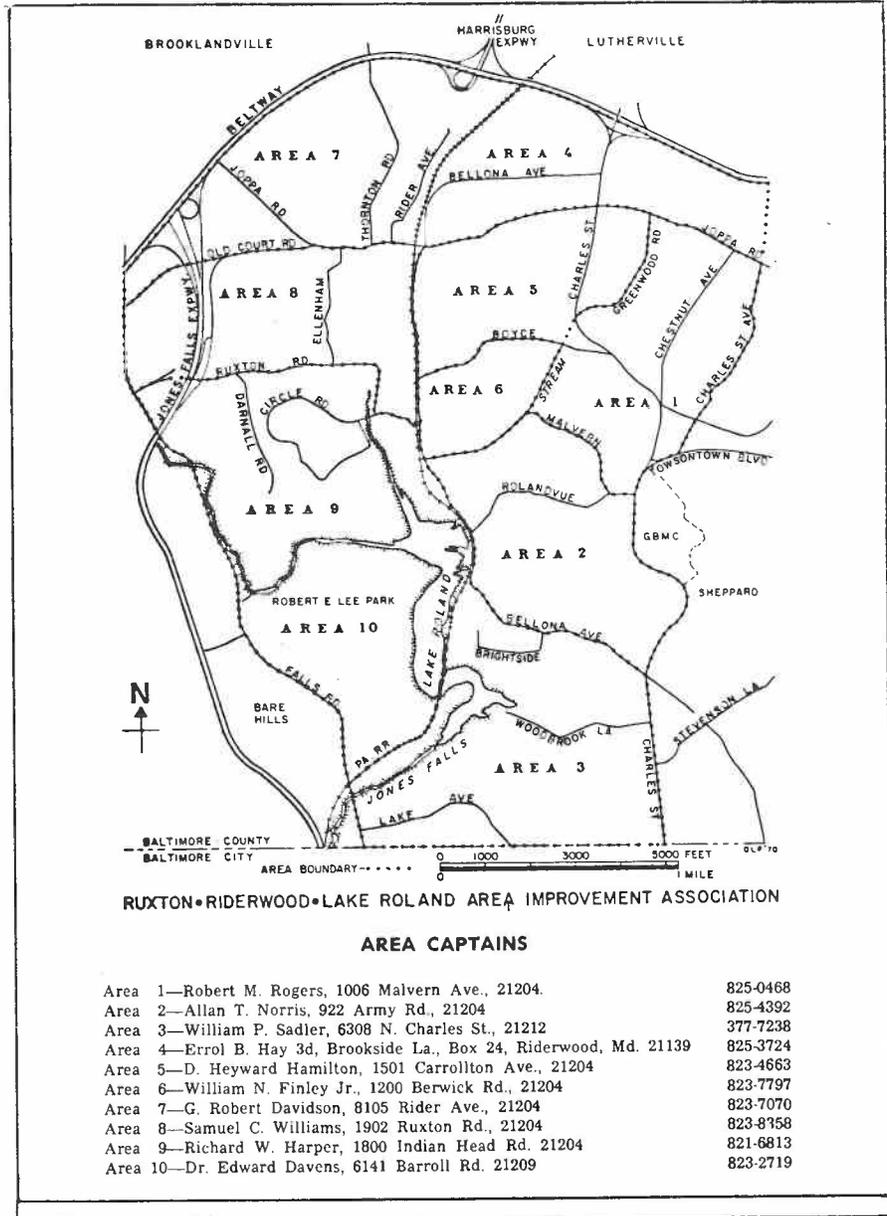
### SPECIAL BULLETIN

### COUNTY-TAX REASSESSMENTS

Legislative proposals to relieve the burden of increased assessments in Baltimore County have been introduced in the Legislature. They are in the form of four Bills—Senate Bill 202 by Senator Jervis S. Finney to limit property tax assessment increases to a maximum of 15 per cent in any given year., and Senate Bills 184, 185 and 186 introduced by Senator John J. Bishop to limit subsequent increases to 5 per cent annually.

There will be a public hearing on all assessment Bills introduced at 3 P.M., Tuesday, February 8, 1972, in the Senate Finance Committee Room, Treasury Building, Annapolis.

If there are any questions or information desired, property-owners are requested to call Senator Finney on his special home phone service to Annapolis, 269-0997.



The Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc.  
1304 Maywood Avenue, Balto., Md. 21204

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