

★ BULLETIN ★

Vol. 3—No. 1

February, 1974

Lake Roland Restoration Progress Report

by George Willis

Your Association has had a busy three months since its activities were last reported in the November 1973 issue of The Bulletin. Several important developments have occurred that have kept our committees active in behalf of the community.

First, "the good news". After over two years, it appears that major progress is underway on restoration of Lake Roland. Baltimore City and Baltimore County have made application for necessary funds for dredging and related programs aimed at removing silt from the lake. Once a firm decision is made to proceed, then the Lake Roland Watershed Foundation will begin a program of conservation and beautification for the unique wildlife areas around the lake. Page Dame and J. Paul Bright and their associates on the Foundation will need our support, once the program begins.

ROLAND RUN COMMITTEE

Two other activities related to Lake Roland are underway through the efforts of your Association. In December, I appointed, with the approval of the Board of Governors, a Roland Run Committee to work with the serious flooding problems of Roland Run caused by over-development in areas north of Ruxton and by inadequate protection of residential areas from this tributary.

Carlton Harwick and Mrs. Thomas Shelton reported on this committee's plans to the Board of Governors at our January meeting. Dorsey Yearly and J. Paul Bright will serve as liaison from the Board to this important committee in its program of education and mobilizing community and government cooperation to reduce the dangers of flooding from Roland Run.

HARDY GARDEN CLUB

A second program that has potential for Lake Roland is in the area of beautification. The Hardy Garden Club has made a constructive suggestion that planting and beautification work begin in our community—first in the area of the Harrington-Graul store with planting of bushes and flowers. The Hardy Club

members have also suggested that the nature trails at the northern end of the lake can be enhanced by beautification work.

Your Association will continue to make every effort to encourage the start of the Lake Roland restoration program, and related cooperation of local governments, this year with the necessary funding.

Second, "the bad news," of development encroachments of our community. The Zoning Committee, under the able direction of Phillips Goldsborough and Dryden Hall, has been preparing to actively oppose the proposed development of the Excavation Construction Company on the Sobeloff tract, Charles Street and the Beltway.

SOBELOFF TRACT APPEAL

Sometime this spring, the Baltimore County Board of Zoning Appeals is likely to hear this DR-16 request for 500 apartments on 33 acres. Your Association will vigorously oppose any request for DR-16 high density development on the Sobeloff tract. The potential damage to the Ruxton-Riderwood communities from this requested zoning change is enormous in terms of increased traffic, neighborhood deterioration and crowding of people.

Several other zoning matters are receiving careful attention. We are opposing DR-16 for a small piece of property at the intersection of Falls Road and Hollins Lane. Hollins Lane is a quiet residential road leading to Lake Roland, and high-density zoning is inappropriate to the character of that neighborhood.

In addition to the Zoning Committee, the Communications Committee under the direction of Arthur Waxter has been doing an excellent job in keeping us informed of potential zoning problems outside of Ruxton and Riderwood., that could affect us. Particular attention is being paid to the properties along Falls Road north and south of the Johnson tract.

The construction of a new Joppa Road bridge at Bellona Avenue is a

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Egypt Farms Re-Zoning Bid Denied by Board

The owners of Egypt Farms have been seeking business local zoning to put up a five story office building on approximately ten acres at Charles St. and Kenilworth Drive. Zoning for such use was first granted in September, 1969 when the Zoning Commissioner changed the land from its previous medium density Residential classification to business.

The Riderwood Hills residents, opposed to the re-zoning, appealed the case and the Board of Appeals reversed the Commissioner's decision. The owners took their case on appeal before Judge H. Kemp MacDaniel, who once again ruled the land should be classified for business use.

This ruling came shortly before the County Council adopted new zoning maps for the County in March, 1971, and on the new maps the Council reclassified the land for high density residential use (DR 16).

The owners then filed a new petition for business zoning, and the Zoning Commissioner, S. Eric DiNenna, ruled in February, 1972, that the Council had erred and ordered that the zoning be made business for the third time.

APPEAL BOARD REVERSAL

In its reversal January 4, 1974, the Appeals Board said that "9.2 acres of BL zoning could have substantial impact on surrounding properties" and said the Council's 1971 classification "certainly could not be called error or action of an arbitrary and or capricious nature."

The Board cited testimony presented at hearings early last year that plans for the office building were not final. Potential developers Craig M. Lassi, Joseph Martin, and Peter Preston had negotiated a contract for purchase of the land only with Mr. Strickland, who owns 5.7 acres of the tract.

"As a practical measure, the subject property, if rezoned BL could end up being developed as two separate BL pieces of land," the Board said.

The latest development concerning the property took place on January 16, 1974 when petitioner's attorney filed a motion for the Board to reconsider its

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Egypt Farms Re-Zoning

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ruling and to grant special exceptions for two office buildings use on the property - one 60,000 square feet on 3½ acres and the other 140,000 square feet on the remaining acreage. Riderwood Hills residents are opposing this motion.

Joppa Road Bridge Replacement Planned

Interested parties are hereby advised that the Department of Public Works of Baltimore County is planning to replace the Joppa Road Bridge over the Penn Central Railroad in the Ruxton-Riderwood area of Baltimore County.

The proposed structure will require approach and grade changes on Joppa and Bellona Avenues. The estimated length of the project, including the structure, is approximately 0.51 mile.

The design will provide for a 50-foot right-of-way plus slope easements on Joppa and Bellona Avenues with 30-foot curb-to-curb roadway.

The construction of this project will be financed 70 percent by Federal Aid Urban System funds and 30 percent by Baltimore County Capital Improvement funds.

The purpose of this notice is to determine the necessity of holding a public hearing by affording interested parties the opportunity to request a public hearing as provided by the U.S. Department of Transportation, Bureau of Public Roads Policy and Procedure Memorandum 20-8, dated January 14, 1969.

Written requests for the opportunity to be heard at a subsequent public hearing for project location and design will be received by Mr. Ellsworth N. Diver, Chief of the Bureau of Engineering, Baltimore County Office Building, 111 West Chesapeake Avenue, Towson, Maryland, 21204, until (date to be determined).

Traffic Hazard Reported

The intersection of Joppa and Old Court Roads, which presents a traffic hazard, is being investigated by county authorities in the hope of correcting the situation.

Motorists are advised to use caution when approaching this intersection, since several accidents have been reported. It is hoped that remedial measures will be installed as soon as possible.

Roland Run Flood Control Cited As Urgent Case

The Roland Run Flood Committee of the Association held its first meeting December 10, 1973. Roland Run has become a threat to the lives and property of those living near it.

Rainfall now drains more rapidly from the watershed land that has been cleared for commercial and private development. Incidences of flooding and damage are increasing from year to year.

Purdum and Jeschke, engineers employed by county authorities, recommended in part the following:

Enlargement of water openings under existing bridges that are over Roland Run; clearing and dressing Roland Run channels and slope protection in certain sections of that stream. This report was submitted in 1971.

Although written and oral complaints have been made to the county authorities during the past several years, corrective measures have been minimal. Authorities indicate that flooding will worsen before conditions improve.

UNITED EFFORT NEEDED

The Roland Run Flood Committee has established several goals in order to increase awareness and promote organized and concerted action in order to correct existing conditions. These goals include the following:

Solicit aid and support from the involved associations; establish a united effort toward solving flood problems through correspondence with other persons interested or affected by the flood conditions in both the Roland Run and Jones Falls watersheds and the associated tributaries; contact Federal, State and county governments in order to find ways to reduce drainage and runoff into the above mentioned streams, a procedure that should certainly alleviate in some degree the flooding conditions.

The above can only be accomplished through coordinated support of all parties interested in solving this important problem. Committee members with their phone numbers include the following: Carl Hardwish--825-9254, Kenneth Tag--828-0197, Mrs. Carolotta Shelton--828-5074, Walter Cheek--828-4132, Mrs. Bryson Christhilf--823-3599, and John Nolan--828-8247.

Treasurer's Report

As of January 28, 1974, William B. Sawers, Jr., treasurer, reported a cash balance of \$3,543.63. As bills go out to the various members of the Association, this balance should be substantially increased during the coming weeks.

Flood Damage Now New Constant Threat

Everyone still remembers the wet basements and flood conditions caused by tropical storm Agnes. There are residents in Ruxton-Riderwood who still live with these conditions every time there is a heavy rainfall. Water running off the parking lots; apartment roofs and graded fields in the Cockeysville-Timonium area swell streams which form Roland Run as it continues its flow through Riderwood-Ruxton to empty into Lake Roland. Roland Run cannot contain such an excess of water with the result that the overflow finds its way onto lawns and into the basements of homes along the stream.

Homeowners have spent thousands of dollars repairing flood damage in the past and face spending thousands more unless conditions are corrected to stop this flooding hazard. To remedy this chronic flooding, the Association has formed a committee of concerned persons to be known as the Roland Run Flood Committee. The Committee held its first meeting on December 10, 1973, and announced its immediate aim of contacting other involved improvement associations and persons to solicit aid and support.

BRIDGES ACT AS DAMS

On January 26, the Committee took its case to Congressman Clarence D. Long. He showed immediate interest and promised to give space to the Committee in his Newsletter to constituents. He also said he would look into the bridges on Roland Avenue, Circle Road and Club Road to see if improvements to these structures might lessen flooding conditions. The bridges now act as dams during flood conditions.

Earroll B. Hay, III

Sobeloff Land Rezoning Site Gigantic Crater

Reporting the plan of Excavation Construction Company, Inc. to rezone 31.5 acres in Riderwood, the morning Sun, in a special article gives a graphic account of the situation:

"Excavation Construction, Inc., which bought 31.5 acres of wooded hillside for \$328,000 from the late Judge Simon Sobeloff in December, 1971, transformed the land into a gigantic crater by ripping out hundreds of thousands of cubic yards of dirt and selling it to the state as fill material.

"Now the company is seeking zoning that would allow the construction of more than 500 apartments on what is left of the tract.

"Area residents say that apartments might destroy a tree-shaded community of single-family homes already damaged by the bulldozers."

Lake Roland Restoration

(Continued from Page 1)

matter of particular concern and is being effectively handled by the Traffic and Roads Committee, co-chaired by S. James Campbell and Alexander Hoff.

JOPPA ROAD BRIDGE

Throughout the summer of 1973, several of us worked closely in this matter with Albert Kaltenbach, Baltimore County Director of Public Works. Through the cooperative efforts of your Association and Baltimore County, the width of the proposed new bridge will not exceed 30 feet—thereby reducing the impact on approach roads.

Your Association will do everything possible to prevent undesirable road detours through our community during the construction of the new bridge. Specifically, we have expressed concern that detours not be established on Ellenham Avenue to Ruxton Road, or to Roland Avenue to the Penn Central Railroad tracks.

Public notice of the proposed bridge construction, necessary for safety reasons, is printed in this issue. Please communicate your questions and suggestions to Mr. Campbell 825-2704, and Mr. Hoff 821-1716.

Congratulations to all the committees in the Association who are doing such an effective job for our community. Much work lies ahead in land protection and maintaining low-density zoning. We must continue active efforts to insure that a Lake Roland preservation program is begun by both County and City, hopefully with State assistance.

In order to do these things, increased membership in your Association is vital. To those who are not members, please join! To all who are members, get your neighbors and friends to join. Contact Richard Frisch, membership chairman, if there are any questions. His phone number is 296-8561.

Ruxton Historical Background

The area now known as Ruxton was mentioned in the Maryland Archives as early as 1694, when Thomas Hooker received a patent for some land between Charles Street and Falls Road. Five years later, in 1699, he built the first house to be erected in this section. Nicholas Ruxton Moore, an officer in the Revolutionary War and a Maryland Congressman, came into possession of a farm west of the Ruxton Railroad Bridge, in the latter part of the eighteenth century. It is from his family that Ruxton received the name. Today Moore lies in an unmarked grave somewhere near Circle Road.

LAKE ROLAND BENEFITS STRESSED

Efforts by your Association to maintain the recreational benefits of Lake Roland, the centerpiece of the 420-acre Robert E. Lee Park, promise to be rewarded if the Department of Natural Resources grants approval to Baltimore City and Baltimore County requests for Open Space funds for silt removal. Spurred by the Whitman Requaardt Report, which was authorized by a unique city-county agreement, application for state funds was made by the two governments for \$454,000 - \$238,000 for preparation of disposal areas at the park for the silt, and \$216,000 for initial dredging to remove 210,000 yards of silt, thereby creating three silt basins. An additional \$62,000 is needed yearly for maintenance and triennial dredging; this does not include removal of the silt from the two disposal areas.

A temporary setback to efforts of various civic groups to save Lake Roland was encountered when the Baltimore County Recreation and Parks Board, at an unannounced special meeting in late November, voted to delete the \$230,000 dredging item. Fortunately, this action, taken without the quorum of six present, was overruled by Frederick L. Dewberry, Jr., the Baltimore County administrative officer, who ordered the reinstatement of the open-space application for the dredging cost.

KNOWN AS SWAN LAKE

Lake Roland, originally known as

Swan Lake and created by one of the oldest dams in the United States (built in 1852), presently contains approximately 1,300,000 cubic yards of silt, despite two earlier dredging efforts. The lake initially had a capacity of 500,000,000 gallons; today its volume is about 180,000,000 gallons. Siltation at the rate of about 20,000 cubic yards per year will fill the lake in about fifty years. Complete restoration to its original capacity is not recommended because of the volume of silt that would have to be stored in or removed from the park. However, by the creation of basins near the mouths of Jones Falls, Roland Run and Towson Run, water velocities will be reduced, permitting silt to settle. This will not only maintain an attractive and fish-supporting lake, but will reduce upstream flooding as well, since there is greater run-off capacity.

WILDLIFE SANCTUARY

In addition, removal of silt from the basins every three years, accompanied by removal of other silt in lower parts of the lake, can eventually restore the lower and middle lake, maintaining the northern end as a bird and small wildlife sanctuary. Means of economically removing the silt, a good cover material but not highly organic like top soil, must be devised when the dredging funds are obtained, and commitments obtained from the city-county governments for annual maintenance.

Mrs. J. Paul Bright, Jr.

Joppa Road Bridge Plan Explained by County

In a letter to Earroll B. Hay, co-chairman of the Publications Committee, Albert B. Kaltenbach, director of Public Works of Baltimore County, made the following statement regarding the Joppa Road Bridge project over Penn Central Railway: "The approaches will be the 30-foot-curb-to-curb roadways with sidewalks on 50-foot wide rights-of-way. The bridge will be 30 feet curb to curb with a sidewalk on one side. A realignment and grade adjustment of Bellona Avenue and Joppa Road will be necessary to satisfy Federal guidelines and design standards, a prerequisite for obtaining Federal funds."

While the construction work is in progress detours will be necessary. This problem is now being closely studied by S. James Campbell and Alexander Y. Hoff, chairman and co-chairman of the Traffic Committee.

Parking Lot At Graul's Store to be Expanded

Construction of additional parking space adjoining the store property leased by Charles D. Harrington to Harold Graul will soon be under way with all bids having been received. This will involve the demolition of the old frame house immediately to the north, and will give the Graul business location much needed parking space for customers.

Two maple trees in the middle of the proposed parking lot has caused neighborhood concern for their preservation. The State Forestry Service which inspected the trees reports that one tree is dying. The other one, however, is located about five feet above grade, and it is doubtful if it could be saved.

Valley Landscaping will do all border planting and screening as provided for in the plans submitted and approved by the Board of Governors of the Association.

Circle-Club Road Link Under Study by County

Plans are being studied by Baltimore County for the replacement of the old bridge and the new Bailey Bridge over Roland Run on Circle Road with a new modern structure. The project is one of the items now listed in the capital budget that will be proposed for the 1975-76 program year. This means that the funds for this project along with other capital projects will have to be voted for under the bond issues to appear on the next fall ballot. The old structure, of course, is sub-standard, and the Bailey Bridge is too low, causing back-up of flood waters during heavy rains.

On-going discussions with the City are still taking place concerning the possible repair of the Club Road Bridge which is under the City's jurisdiction. The County has not yet considered solutions of the problems the City will face if they were to repair the Club Road Bridge.

A third project that is being studied by the County is a possible road link between Circle Road and Club Road along the public right-of-way by the edge of Roland Run stream. This project is not included in the present proposed capital budget for which funds will be sought next fall. If it were to go forward, it would be handled as a completely separate project from the Circle Road bridge structure, and at a later date.

As yet no core borings have been made in the area of the old right-of-way, and therefore no cost estimates are known at this time. Such figures would be necessary in order to weigh the advisability of proceeding with this proposal, compared with other alternative solutions to the problem of bringing heavy duty oil trucks and fire engines into the Club Road area.

Worthington Valley

In the year 1706, land was first patented in the Worthington Valley, near Glyndon, by Cornelius White who received 2,000 acres called Welshes Cradle. In 1740, William Worthington purchased Welshes Cradle, and, as members of his family were the first permanent settlers in this area, his name was given to the Valley.

History of Lutherville

The Rev. Dr. John G. Morris, pastor of the First English Lutheran Church in Baltimore, his brother, Charles Morris, a prominent layman in the Lutheran faith, and Rev. Benjamin Kurtz purchased the land on which Lutherville now stands.

Hardy Garden Club Beautification Program

The Hardy Garden Club, an organization interested in improving the Ruxton-Riderwood area with selected planting, is now in the process of formulating plans to promote such an undertaking. Certainly the idea demands the enthusiastic support of all residents interested in maintaining and improving the rural background of this neighborhood.

Attention is called to sections bordering Bellona Avenue. To the west there is an expanse between the railroad tracks and the high wooden fence; to the east there are commercial buildings both north and south of the bridge. Proper planting would do much to beautify the area.

Such a project can be successful only with the help of interested volunteers. Flowering shrubs, dogwoods and trees and plants of many other varieties would soon transform barren spots into places of beauty. The program is most worthwhile. Usher in the spring by giving of your services in a collective effort to make Ruxton-Riderwood a real garden spot. A group of young people has already volunteered. There will be a Suggestion Box at the corner of LaBelle and Bellona Avenues in front of the old Ruxton Post Office.

The Ruxton-Riderwood Lake Roland Area Improvement Association will cooperate in every way to encourage the efforts of the Hardy Garden Club in its beautification program.

Environmental Speaker At Brown Memorial

Dr. Kenneth W. Hunt will be the guest speaker at an environmental seminar sponsored by the Environmental Committee of Brown Memorial Church. The meeting and buffet will be held at the church, Woodbourne Lane, March 3, at 12 noon. Mrs. S. James Campbell is chairman of the committee. For reservations, call 377-7232. The public is invited.

Dr. Hunt, a conservationist whose foremost concern is the preservation of natural beauty, believes that an ardent enthusiasm for the living scene in all its forms is an essential for adequate management of our environment.

He endeavors to practice this philosophy as a director of Glen Helen, the thousand-acre nature reserve of Antioch College, where he is professor of biology. He has studied botany, zoology, and conservation at the University of Massachusetts, Williams, Cornell and Yale.

Racoons Ravage Garbage Cans

Homeowners who have complained of dogs upsetting garbage cans have discovered that the increase of racoon population in the woods around Ruxton is responsible for such marauding. The racoons usually begin their peregrinations after midnight. If one has the fortitude to keep awake after that time and uses an extra bright flashlight, he will be rewarded by seeing some of the animals, particularly in the vicinity of the garbage can.

One rather adventuresome racoon climbed to the roof of a garage, then manipulated some slippery shingles to reach a bird feeder that was hanging one foot out from a support attached to a cornice. Needless to say, the animal not only consumed the contents of the feeder, but damaged the circular container beyond repair.

New Members Listed Since Fall Bulletin

Since the November Bulletin the association continues to experience a steady growth in membership. Residents of the Ruxton-Riderwood area seem to be appreciative of the service the Association is contributing to the general welfare of the neighborhood in keeping the public informed of county regulations involving rezoning problems and many other county policies.

Following is a recent list of new members:

Ann Lickle Associates, Inc.
Mrs. David B. Baker, Jr.
Mr. and Mrs. Walter M. Cheek, Jr.
Mr. and Mrs. Charles C. Deeley
Dr. Charlotte Ferencz
Mr. Richard Forbecker
Mr. and Mrs. Harry K. Frederick
Graul's Markets, Inc.
Mr. Robert J. Green
Mrs. Donald Hillary
Mr. and Mrs. Gordon Hurlbrink
Mr. and Mrs. John G. Lamb, Jr.
Mr. and Mrs. Charles Lang
Leonard H. Imhoff Enterprises
Mr. and Mrs. Robert B. Naeny
Mrs. E. Paul Norris
Mr. and Mrs. Robert T. Nuckolls
Mr. Walter L. Pfarr, Jr.
Mr. Peter M. Portman
Harry G. Randall, M.D.
Mr. and Mrs. Frank G. Roberts, Jr.
Mr. and Mrs. Henry P. Rodgers
Mr. and Mrs. Coleman L. Romine
Mr. and Mrs. Richard Earl Royer
Mr. and Mrs. William Steinmetz
Mr. and Mrs. Clauson G. Smoot
Mr. and Mrs. Robert W. Taylor
Rev. Edward R. Van Metre, II
North Towson Building Co., Inc.

COMMITTEES 1973-74

MEMBERSHIP

Richard Frisch, 1104 Malvern Avenue, 04, Chairman, 296-8561
Kenneth Tag, 7908 Springway Road, 04, Co-Chairman, 828-0197
Robert M. Rogers, 1006 Malvern Avenue, 04, 823-7515
William B. Sawers, Jr., 1204 Lake Falls Road, 10, 377-6986

TRAFFIC—ROADS

S. James Campbell, 1904 Indian Head Road, 04, Chairman, 825-2704
Robert L. Randolph, 2 Malvern Court, 04, Co-Chairman, 823-7515
Alexander Y. Hoff, 7902 Ellenham Avenue, 04, Co-Chairman, 821-1716
Rodney J. Brooks, Jr., 6011 Hollins Avenue, 10, 377-8369
Samuel C. Williams, 1902 Ruxton Road, 04, 823-8358
G. Grayson Boyce, 7919 Sherwood Avenue, 04, 828-0715
J. Paul Bright, Jr., 7616 Club Road, 04, 825-2615

ZONING

Phillips L. Goldsborough, 3d., 1806 Circle Road, 04, Chairman, 823-2852
J. M. Dryden Hall, Jr., 1926 Ruxton Road, 04, Co-Chairman, 825-6562
Richard G. Macgill, Jr., 1725 Circle Road, 04, 828-5707
M. Jenkins Cromwell, Jr., 1932 Old Court Road, 04, 825-2882
Dorsey Yearley, 1002 Rolandvue Road, 04, 823-8824
Arthur L. S. Waxter, 7847 Ellenham Road, 04, 823-5757
William F. Baird, Jr., 1101 Hollins Lane, 09, 825-7097

PUBLICATIONS

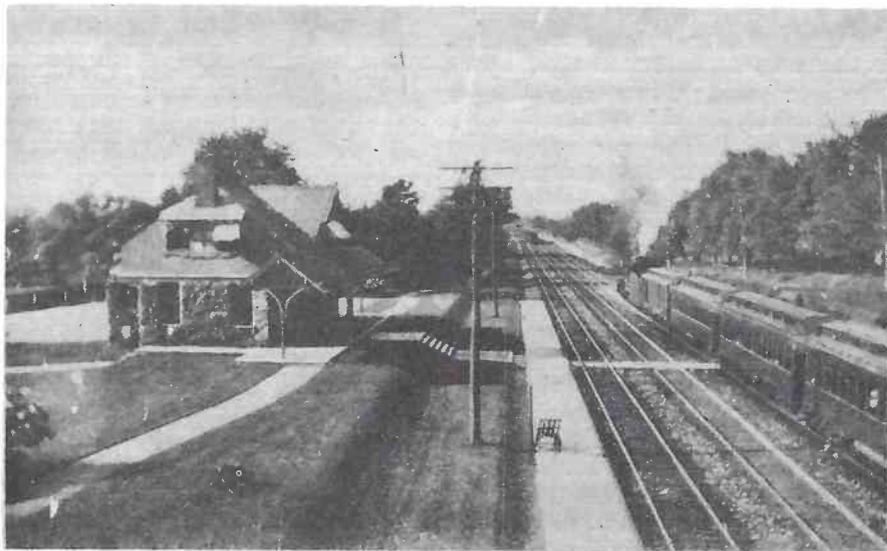
Edwin K. Gontrum, Box 85, Riderwood, 21139, Chairman, 823-9180
Erroll B. Hay, 3d., Box 24, Riderwood, 21139, Co-Chairman, 825-3724

COMMUNICATIONS

Arthur L. S. Waxter, 7847 Ellenham Road, 04, Chairman, 823-5757
John H. Mulholland, M.D., 1317 Walnut Hill Lane, 04, Co-Chairman, 828-1811
A. Pitts Robinson, 7810 Chelsea Street, 04, 825-7518

LAKE ROLAND

George S. Wills, 7914 Sherwood Avenue, 04, 823-9243
Rodney J. Brooks, 6011 Hollins Avenue, 10, 377-8369
Mrs. Arthur U. Hooper, 1100 Copper Hill Road, 04, 823-8559
Erroll B. Hay, 3d., Box 24, Riderwood, 21139, 825-3724
L. Gordon Croft, 7503 Club Road, 04, 821-5614
G. Robert Davidson, 8105 Rider Avenue, 04, 823-7070
Dorsey Yearley, 1002 Rolandvue Road, 04, 823-8824
S. James Campbell, 1904 Indian Head Road, 04, 825-2704
T. Talbott Bond, 1846 Circle Road, 04, 828-8096



Old Ruxton Post Office, one of the landmarks of Ruxton. The station was built in 1875, and was used as a post office from 1944 to 1962 under the direction of Mrs. Charles E. Potts, who now resides at 1516 Berwick Avenue, Ruxton. The station was one of the main stopping points of the Parkton commuter train of the Pennsylvania Railroad, a passenger service that was discontinued when the post office was closed in 1962. The present location which comprised almost two acres is now a housing development known as Ruxton Township.

RUXTON-RIDERWOOD- LAKE ROLAND AREA IMPROVEMENT ASSOCIATION

Board of Governors Officers

George S. Wills, President, 7914 Sherwood Avenue, 21204
Richard G. Macgill, Jr., 1st Vice-President, 1725 Circle Road, 21204
Richard W. Harper, 2nd Vice-President, 1800 Indian Head Road, 21204
Erroll B. Hay, III, Secretary, Box 24, Riderwood, 21139
William B. Sawers, Jr., Treasurer, 1204 Lake Falls Road, 21210

Members

J. Paul Bright, Jr., 7616 Club Road, 21204
Rodney J. Brooks, Jr., 6011 Hollins Avenue, 21210
S. James Campbell, 1904 Indian Head Road, 21204
L. Gordon Croft, 7503 Club Road, 21204
M. Jenkins Cromwell, Jr., 1932 Old Court Road, 21204
Richard W. Frisch, 1104 Malvern Avenue, 21204

Phillips L. Goldsborough, III, 1806 Circle Road, 21204
Edwin K. Gontrum, Box 85, Riderwood, 21139
J. M. Dryden Hall, Jr., 1926 Ruxton Road, 21204
Alexander Y. Hoff, 7902 Ellenham Avenue, 21204
Mrs. Arthur U. Hooper, 1100 Copper Hill Road, 21209
John H. Mulholland, M.D., 1317 Walnut Hill Lane, 21204
Thomas M. Olsen, 7916 Springway Road, 21204
Robert L. Randolph, 2 Malvern Court, 21204
A. Pitts Robinson, 7810 Chelsea Street, 21204
Robert M. Rogers, 1006 Malvern Avenue, 21204
Arthur L. S. Waxter, 7847 Ellenham Road, 21204
Samuel C. Williams, 1902 Ruxton Road, 21204
Dorsey Yearley, 1002 Rolandvue Road, 21204

Springtime in Ruxton

Spring is at last returning. Already buds are beginning to swell on the trees. In a few more weeks the peepers, those heralds of the coming season, will be chrousing in the lowlands. A few robins have made their appearance. Cardinals in their brilliant red plumage wing from tree to tree, preparing for nesting time.

To Clean Vacant Lot

The American Oil Company, owner of the property formerly occupied by the old Ruxton Amoco Station, has agreed to clean up, plant and fence the property within ninety days provided the property is not sold prior to the expiration of that time.

Since the old station was demolished, the location has been used as a parking lot.

Communication Report

This is an up-date-report on the so-called Mechanic property on the southwest corner of Falls and Valley Roads. Baltimore county intends to install an 8-inch sanitary sewer line north to the area of this intersection. The line will serve the Green Spring Inn, Heatherfield and Seminary Ridge. Owners of the Mechanic property may seek an injunction to stop this work, in the event it is started, with the hope that a larger line to serve the proposed development of their property can be installed.

Two other zoning applications are of interest to the Association. The first is a tract of 11.8 acres belonging to Jerry Geary, the florist, on old Pimlico Road. He requests the change in zoning from existing DR 5.5 to DR 16, and his plan shows 156 dwelling units.

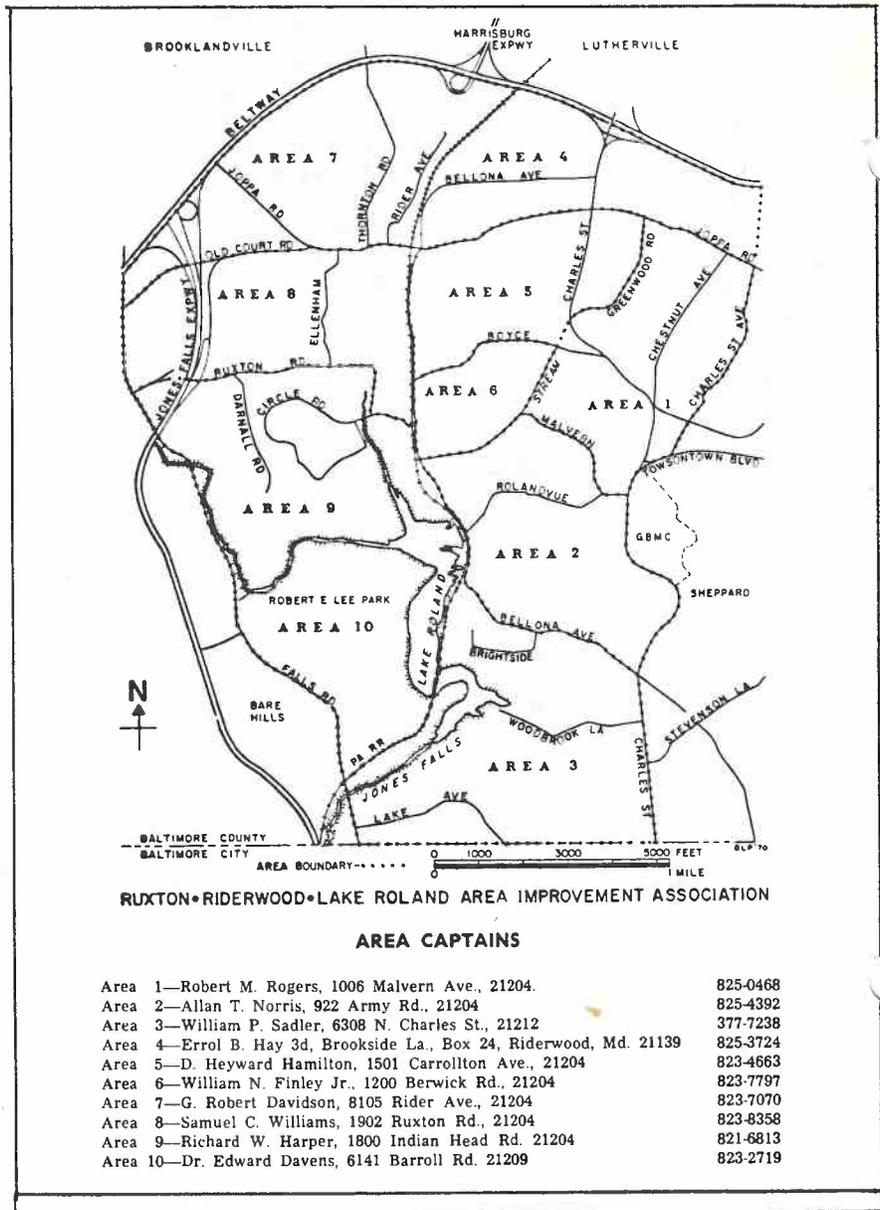
The second involves the application of Robert L. Barney, contractor-purchaser, from Carolyn Preston to change the southeast corner of Hollins Land from DR 5.5 to DR 16, with special exception for doctor's office. The plan shows the use of the existing building, plus a first floor addition. The first floor will have 1,185 square feet for a doctor's office, and the second floor will have a residential unit. Hearings for these applications are scheduled sometime during March.

Arthur L. Waxter

Mantua Mill

Mantua Mill in the Worthington Valley was named for Mantua, Italy. Stones for the walls and millstones of the old mill, which was once in use in this area, were brought over from the Italian town in ships as ballast.

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



FIRST CLASS MAIL
U.S. POSTAGE
RIDERWOOD, MD.
PERMIT NO. 8