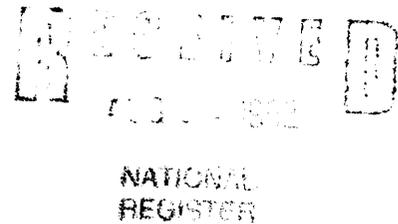


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name _____
other names/site number LAKE ROLAND HISTORIC DISTRICT (preferred) BA-1274

2. Location

street & number Robert E. Lee Memorial Park N/A not for publication
city, town Baltimore vicinity
state Maryland code MD county Baltimore code 005 zip code 21209

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	1	3 buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	2	0 sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	18	7 structures
	<input type="checkbox"/> object	2	0 objects
		23	10 Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of certifying official STATE HISTORIC PRESERVATION OFFICER Date 8/25/92
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____
Signature of the Keeper Patrick W. Andrus Date of Action 10/15/92

6. Function or Use

BA-1274

Historic Functions (enter categories from instructions)

GOVERNMENT/public works

LANDSCAPE/park

Current Functions (enter categories from instructions)

LANDSCAPE/park

7. Description

Architectural Classification

(enter categories from instructions)

GREEK REVIVAL

Materials (enter categories from instructions)

foundation STONE

walls STONE

roof SLATE

other WOOD

Describe present and historic physical appearance.

DESCRIPTION SUMMARY:

The Lake Roland Historic District consists of a man-made lake, portions of the Jones Falls and Roland Run streambeds, and portions of the rights-of-way (R.O.W.) of the former Green Spring Valley Railroad and the Northern Central Railroad. The district encompasses the head of the Green Spring Valley north of Baltimore City, along with a section of Jones Falls and its tributaries. The setting of the district is within a forested valley bordered by hills and rocky prominences. The central portion of the historic district is occupied by Lake Roland. The lake is irregularly shaped and crossed by the north-south R.O.W. of the former Northern Central Railroad. The lake retains its appearance from the period of significance, although there are some shoreline changes at its far northern and western edges. A stone dam capped by a stone valve house, built in 1858-1861, is located at the south edge of Lake Roland and spans the rocky gorge of Jones Falls. The dam and valve house, along with their associated gateworks, underground brick aqueduct, and waste weir remain essentially as constructed. South of the dam, the wooded ravine containing Jones Falls retains its appearance from the period of significance. The R.O.W. of the former Northern Central Railroad is near the southern end of the lake. The southwest portion of the district includes a portion of the former Green Spring Valley Railroad R.O.W. and various bridges and structures. The embankment and bridge abutments of the Northern Central R.O.W. remain. The lake is surrounded by open areas and woods. The district is surrounded generally by residential property on the southwest and northeast and Robert E. Lee Park to the west.

8. Statement of Significance

BA-1274

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Community Planning and Development
Engineering

Period of Significance

1858-1915

Significant Dates

1858

1915

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Slade, James, C.E.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE SUMMARY:

The Lake Roland Historic District is eligible for listing under criterion A for association with an event important in Baltimore city history and under criterion C for its design and construction features. Lake Roland was developed in the mid nineteenth century as a part of the city's municipal water system. From 1804 to 1854, Baltimore was dependent upon a privately-owned water company. In 1854 the city bought the entire holdings of the Baltimore Water Company and began expansion of the facilities. Lake Roland was built as the main reservoir. Construction began in 1858. The dam and a Greek Revival valve house, both of stone construction and still standing, were finished by 1862. Lake Roland's role as part of the water system was terminated in 1915 when the system was significantly altered. The lake was abandoned, apparently because of silting problems. In 1916 some land was sold to a country club. Eventually the lake came under the charge of the city department of recreation and parks. Significant historic features of Lake Roland include the lake, the dam and supporting walls, the valve house, and surrounding park area. The period of significance for this historic association ranges from 1858, the date construction began, through 1915, when the property ceased being used as part of the municipal water system. Lake Roland, and its accompanying dam structure and valve house, is an important example in Maryland of a major public engineering work, comparable to the Washington, D.C. water system which includes the Cabin John Aqueduct in Montgomery County. Virtually intact, although the lake itself regularly fills with silt, this resource, particularly the dam and valve house, provide a record of the level of technology in engineering in Maryland at the time it was built.

See continuation sheet No. 21

For HISTORIC CONTEXT and MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN data.

See Continuation Sheet No. 34

See continuation sheet No. 34

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Robert E. Lee Memorial Park Conservancy

10. Geographical Data

Acreage of property 281 Acres

USGS Quad: Cockeysville, MD

UTM References Baltimore West, MD

A	Zone	Easting	Northing
	18	358230	4362480
C	18	357950	4359410

B	Zone	Easting	Northing
	18	359040	4360050
D	18	357340	4361120

See continuation sheet

Verbal Boundary Description

See Continuation Sheet No. 35

See continuation sheet No. 35

Boundary Justification

The district focuses only on the period of use of the lake as a part of Baltimore's municipal water system and the rights of way existent when the lake was developed. The district encompasses only these lands which remain undeveloped.

See continuation sheet

11. Form Prepared By

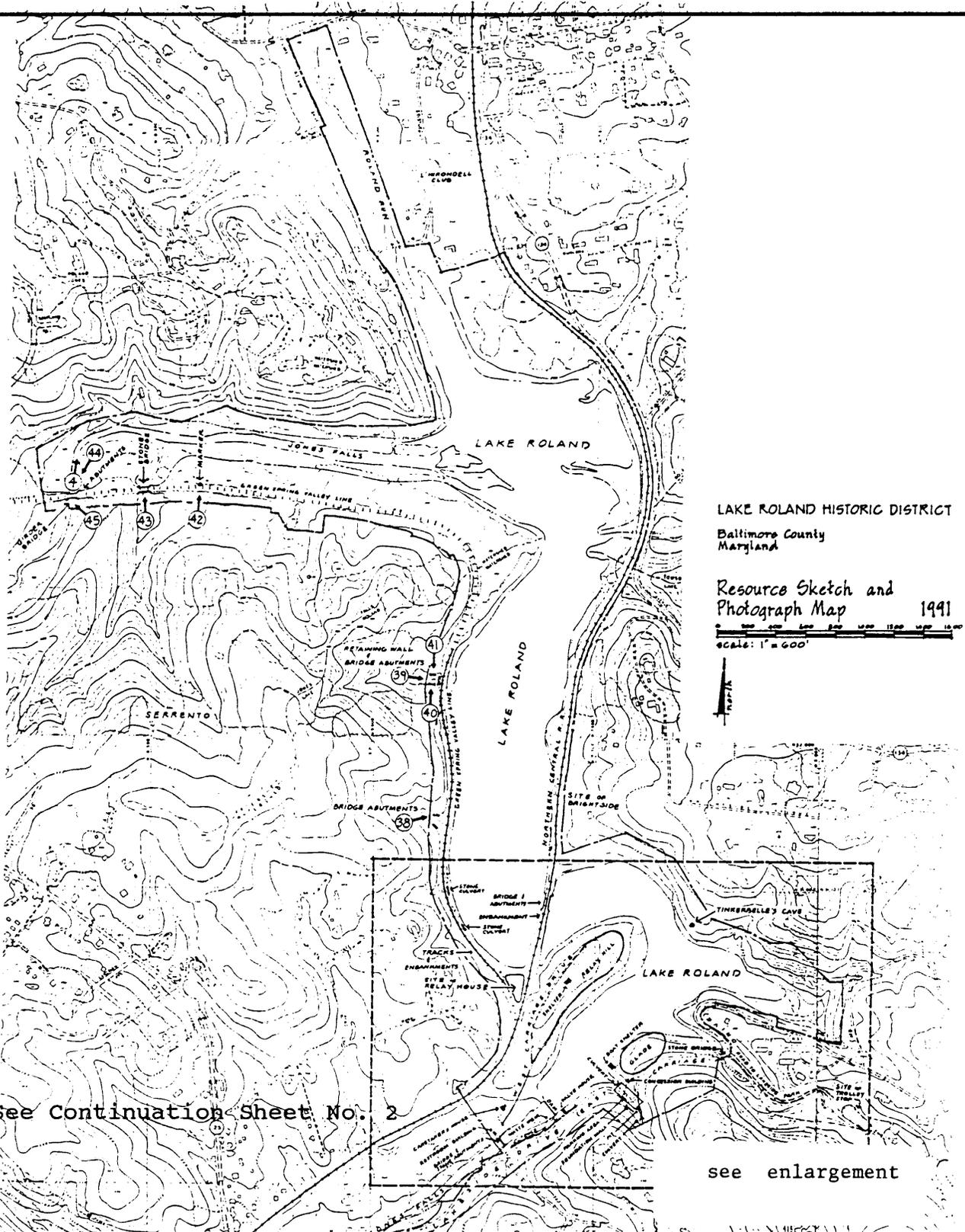
name/title	<u>Ward Bucher, A.I.A., principal and Susan Cook, historian</u>	
organization	<u>Ward Bucher Architect</u>	date <u>June 30, 1991</u>
street & number	<u>1744 Corcoran Street, N.W.</u>	telephone <u>(202) 387-0061</u>
city or town	<u>Washington</u>	state <u>D.C.</u> zip code <u>20009</u>

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Lake Roland Historic District BA-1274
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See Continuation Sheet No. 2

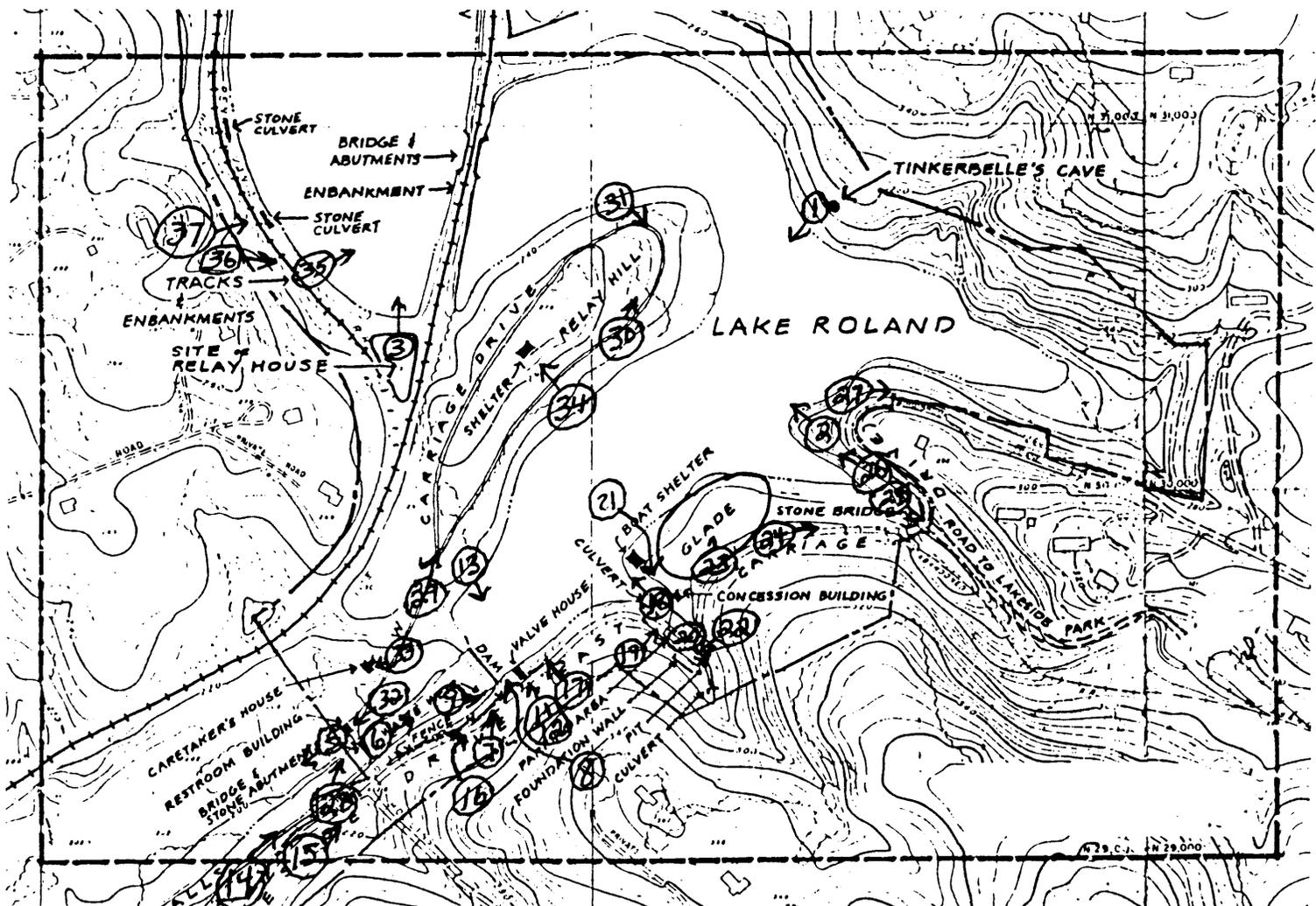
see enlargement

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Lake Roland Historic District BA-1274
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Resource Sketch and Photograph Map
Enlarged Section 1991

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RESOURCE CHART:

CONTRIBUTING BUILDINGS - 1

Valve House at Dam

NON-CONTRIBUTING BUILDINGS - 3

Concession Building
Restroom Building
Caretaker's House

CONTRIBUTING SITES - 2

Northern Central R.O.W.
Green Spring Valley R.O.W.

NON-CONTRIBUTING - 0

CONTRIBUTING STRUCTURES - 18

Dam and Related Improvements
Conduit
East Carriage Drive
Foundation Wall at Parking Area
Culvert at Parking Area
Arched Stone Bridge at East Carriage Drive
Bridge Abutments at Bridge South of the Dam
West Carriage Drive
Bridge Abutments at Northern Central Bridge over Lake Roland
Embankment at Northern Central R.O.W.
Bridge Abutments at Green Spring Valley Bridge over Jones Falls
Arched Stone Bridge at Green Spring Valley R.O.W.
Retaining Wall at Green Spring Valley R.O.W.
Bridge Abutments at Green Spring Valley R.O.W. 2400 feet west of Northern
Central R.O.W.
Bridge Abutments at Green Spring Valley R.O.W. 1400 feet west of Northern
Central R.O.W.
Stone Culvert at Green Spring Valley R.O.W. 1100 feet north of Northern
Central R.O.W.
Stone Culvert at Green Spring Valley R.O.W. 800 feet west of Northern
Central R.O.W.
Track at Green Spring Valley R.O.W.

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RESOURCE CHART: (cont)

NON-CONTRIBUTING STRUCTURES - 7

Parking Area at East Carriage Drive
Boat Shelter
Fire Pits
Bridge over Jones Falls South of Dam
Shelter at Relay Hill
Bridge over Jones Falls at Green Spring Valley R.O.W.
Track at Northern Central R.O.W.

CONTRIBUTING OBJECTS - 2

Fence at East Carriage Drive
Marker at Green Spring Valley R.O.W.

NON-CONTRIBUTING OBJECTS - 0

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GENERAL DESCRIPTION:

THE LAKE AND TRIBUTARIES

Lake Roland is located at the original confluence of Jones Falls and Roland Run at the head of the Green Spring Valley. These, and numerous other small streams, drain the Green Spring Valley watershed. Jones Falls flows west to east and is the largest stream in the valley. Its tributary, Roland Run, flows north to south. The flow from these streams and the steep banks of the surrounding hills was the reasons this site was selected to create a water reservoir. The site of the dam itself was a relatively narrow ravine on Jones Falls with high rocky banks at the south end of Lake Roland.

The lake snakes northward from the dam and is bounded by the steep wooded slopes of the surrounding hills at the north, east and south shores, and by a flood plain marsh at the west shore. Rock outcroppings form cliffs at the perimeter of the lake at several locations. Arms of the lake extend north up Roland Run and west up Jones Falls. Since construction of the lake created a wetland marsh, siltation has filled in a portion of the shoreline at the west boundary where Jones Falls and Roland Run enter the lake. The remainder of the lake retains its appearance from the period of significance. Lake Roland is a contributing open-space with a high level of integrity and an exceptionally high level of historic and scenic significance to the nomination.

Jones Falls flows east from the western boundary of the district to the lake and then continues flowing south below the dam to the southern boundary of the district. Roland Run flows south from the northern boundary of the district to the lake. In addition, many smaller un-named creeks flow into the lake from all sides. The rocky watercourses of all these streams within the district remain essentially as they were when the dam was completed, and are contributing resources with exceptionally high levels of integrity and historic and scenic significance to the nomination.

THE DAM, VALVE HOUSE AND CONDUIT

The dam is oriented approximately in an east-west direction. The dam has a rear face sloped at approximately 60 degrees from the

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horizontal on the lake side and a front spillway face sloped at approximately 45 degrees on the downstream side. The spillway is curved convexly at the top and concavely at the base. It is of solid rubble stone construction on the interior, and is faced with rectangular rusticated stone blocks. When the lake is full, the water flows over the top of the dam and down the sloped spillway which is approximately 120 feet between abutment walls. The height from the water at the base to the top of the spillway is approximately 40 feet. The dam abutments projecting six feet above the spillway and the walls enclosing the waste weir on the east side of the dam are also constructed with rusticated cut stone blocks. The sloped portions of the dam on both sides of the spillway are covered with boulder sized rip rap. A small secondary rubble stone dam forms a pond at the base of the main dam. The dam and its related structures have not been altered since they were constructed between 1858 and 1861. Some of the coping stones of the abutment walls below the spillway are missing.

"The core of the over fall and the greater portion of the wing walls are formed of heavy rubble work, but the exterior of the gate chambers, the side walls and face of the overfall, and all other exposed parts of the dam, are made of large blocks of cut stone - called rock ashlar work - the interior of the gate chambers and the shell of the gate house alone being composed of fine cut or dressed ashlar work. A large portion of the rubble stone was obtained from the rough granitic rock of the neighboring hill sides; but all the cut work was made of lime stone (sic), principally obtained from the extensive marble quarries at Texas, in Baltimore county."¹

The Lake Roland dam is a contributing resource with an exceptionally high level of integrity and historic, architectural and engineering significance to the nomination.

A one story gabled valve house is located above the level of the lake on a pier on the east side of the dam. The stone building is in the Classical Revival style with pedimented gable ends; a simple cornice on all sides of the building; smooth cut stone walls; and heavily quoined corners, windows, and door openings. It is rectangular in plan and approximately 36 feet by 28 feet 6

¹ Annual Report of the Water Department of the City of Baltimore, 1863, Baltimore, 54.

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inches in size with its long axis in the east-west direction. The valve house has a single doorway with a pair of paneled wood doors facing Lake Side Drive on the east, two windows on both the north and south sides and a single window facing the dam on the west side of the building. Carved above the door in relief block letters is "Lake Roland. 1861." The interior wythes of the walls are brick. Some of the cornice stones have fallen and the valve house is in need of repair. The valve house has not been altered.

"The gate chambers consist of the two distinct apartments, the floors of which are at the respective heights of 201 and 210 feet above tide - or respectively 24 and 15 feet below the crest of the dam, and the usual surface of the lake. The lower chamber is provided with gates which regulate the discharge of water through the waste flume, and by means of which the lake can be drained to the bottom. The higher chamber is provided with gates by which the flow of water into the conduit is regulated; and another gate for occasional use, when a connection between the waste and conduit chambers may be needed.

The gate chambers are enclosed by a substantial stone house, upon the floor of which are placed the screw-stands of the several gates."²

Although the valve gates and associated mechanisms are reportedly still in place, it is not known whether they are still operable.

The pier supporting the valve house projects into Lake Roland on the north and west sides of the building and adjoins the sloped rip rapped face of the dam on its south side. The walls of the pier are faced with rusticated rectangular cut stone blocks. The pier has a 38 inch high wrought iron railing with round vertical bars and cast iron end posts at its north and west edges. The railing is in need of repair.

The valve house, with its supporting pier and gate valves, is a contributing resource with a high level of integrity and an exceptionally high level of historic and architectural significance to the nomination.

² Ibid.

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Starting at the valve house, an underground 6 foot 3 inch diameter brick lined aqueduct extends south on the east side of Jones Falls approximately 3½ miles to Hampden Reservoir in Baltimore City. The aqueduct's condition is unknown, its integrity cannot be assessed at this time, and it has an exceptionally high historic significance to the nomination of the historic district.

LANDSCAPED ELEMENTS

In the year after completion of the Lake Roland dam, 1862, the Baltimore Water Engineer improved the land surrounding the southern half of the lake for recreational use. The landscaped area extended from the Northern Central Railroad on the west past the dam on the south side of the lake to Woodbrook Lane on the east. These site improvements included carriage drives, bridges, grassy open areas, and tree plantings.

The east carriage drive, now known as Lake Side Drive, is the main entrance road to the Robert E. Lee Park. It extends approximately one mile from the intersection of Jones Falls Road past the east side of the dam to Woodbrook Lane.

From Jones Falls Road to the dam, a distance of approximately one half a mile, Lake Side Drive is located along the east side of Jones Falls. Lake Side Drive intersects with Hollins Lane on its east side and the bridge over Jones Falls on its west side, approximately 400 feet south of the dam.

Lake Side Drive continues north of the dam along the east side of the lake until it merges with Woodbrook Lane, an additional distance of approximately ½ mile. Approximately 400 feet north of the dam, Lake Side Drive widens into a parking area. From Jones Falls Road to the parking area, Lake Side Drive is approximately 15 feet in width, slightly crowned, asphalt paved, gently sloped, and essentially straight. The property in this area on the east side of Lake Side Drive, and the banks of Jones Falls from Jones Falls Road to the bridge are wooded and steeply sloped.

Lake Side Drive and the adjoining landscape elements from Jones Falls Road to the parking area maintain their original size, location, and shape, and are a contributing resource with a high level of integrity and historic and scenic significance.

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A fence with circa 1862 cast iron fence posts lines the west side of Lake Side Drive from the intersection with Hollins Lane to a stone wall south of the valve and continues north of the Valve House. The posts are approximately 4 inches in diameter and in the form of a small diameter wood post with vertically grooved bark, axe hewn top and pruned tree limbs. The posts were originally connected with two horizontal 1½ inch diameter pipe rails. The pipe rails have been replaced with steel cable. The fence is a contributing resource with a low level of integrity and a high level of historic and architectural significance whose contribution could be enhanced by sympathetic restoration. The asphalt paved parking area was constructed circa 1965, and slopes upward toward the east. The rectangular parking area is approximately 60 feet by 200 feet in size, with the long axis in the east-west direction. The parking area was constructed after the period of significance, and is an open-space which does not contribute to the significance of the nomination.

An open boat shelter, with low pitched gable roof supported by arched laminated wood columns constructed circa 1965, is located on the lake shore north of the dam on the west side of the parking area. The shelter has a rectangular plan approximately 30 feet by 45 feet in size with the long axis oriented in the east-west direction and is supported by a concrete pier which projects into Lake Roland. The boat shelter is unaltered, was constructed after the period of significance, and does not contribute to the significance of the nomination.

A one story hipped roofed concession building is located on the north side of the parking area. The building has a rectangular plan approximately 14 feet by 25 feet in size, with the long axis in the east-west direction. The roof is covered with asphalt shingles and the walls are roughly squared and coursed fieldstone. The concession building was constructed after the period of significance, is unaltered, and does not contribute to the significance of the historic district.

At the east end of the parking area, a dry laid fieldstone-walled pit approximately 9 feet 4 inches by 8 feet 6 inches, frames the openings of two dry laid arched fieldstone culverts constructed in 1877. Some of the coping stones have fallen into the pit. Both culverts are oriented in an east-west direction and are approximately 4 feet in diameter. One culvert leads from the run

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on the east to the pit and the second culvert leads from the pit westward to the lake. The second culvert is framed on the west end with handhewn rectangular stone blocks and wedge shaped voussoirs forming a Roman arch. The culvert structures are a contributing resource with a low level of integrity and a high level of historic and engineering significance whose contribution could be enhanced by sympathetic restoration.

On the south side of the parking area, is a stone foundation wall which is the remains of the original gatekeeper's cottage. The wall is "L" shaped in plan, is 57 feet by 5 feet 4 inches, 18 inches in width, and varies from 4 to 6 feet in height. The wall is made of coursed fieldstone. The foundation wall is a contributing resource with a low level of integrity and a high level of historic significance.

North of the parking area, the landscape was designed as an open sodded glade with widely spaced specimen trees on the slope between the lake shore on the west and Lake Side Drive on the east. The landscape is essentially unaltered, except for the growth of the trees and the construction of scattered low stone semicircular fire pits. This open-space is a contributing resource of historic and scenic significance to the nomination.

Lake Side Drive north of the parking area follows the land contours and is approximately 12 feet wide, gravel surfaced and steeply sloped with many tight curves. Lake Side Drive terminates at a gate at its north end where it joins Woodbrook Lane at the boundary of Robert E. Lee Park. The design of Lake Side Drive provides many panoramic views of Lake Roland and the surrounding vistas. On the east and west of Lake Side Drive are steep densely wooded slopes unchanged since the period of significance. This portion of Lake Side Drive maintains its original size, shape and location and is a contributing resource with a high level of integrity and historic and scenic significance to the nomination.

Lake Side Drive crosses a creek on an arched stone bridge approximately 750 feet north of the parking area. The circa 1862 stone bridge is built of squared and roughly coursed fieldstone with cut limestone voussoirs, and has a single Roman arch with a span of approximately six feet over the creek. The stone wing walls project above the road surface to form solid railings. Although the railings are missing some coping stones, the bridge is

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essentially unaltered and has a high level of integrity and architectural and historical significance to the nomination.

Immediately to the north of the bridge, Lake Side Drive intersects with the road to Lake Side Park which follows the stream bed east. Most of the road to Lake Side Park lies outside of the historic district and is of no significance to the nomination.

Lake Side Drive intersects with the bridge over Jones Falls approximately 400 feet south of the dam. The bridge rests on stone abutments constructed of rectangular rusticated blocks, built in 1871, and two intermediate concrete piers. The span between the abutments is approximately 107 feet. The steel plate girder bridge resting on the abutments was constructed circa 1953. The surface of the bridge is concrete and is approximately 12 feet in width. The railings are 3 inch diameter metal pipe rails with chain link mesh. The appearance of the abutments is unchanged from the period of significance, they are a contributing resource with a high level of integrity and historic significance to the nomination. The bridge and piers are unaltered except for the addition of the chain link mesh, were constructed after the period of significance, and do not contribute to the nomination.

The original designed landscape of Relay Hill consisted of heavy tree plantings along the shores of the lake with open sodded areas behind the trees. There is a belt of trees along the lake with the sodded area extending over the crown of the hill. This planting scheme has been maintained since the period of significance, is unaltered except for the growth of trees, and is a contributing resource with a high level of integrity and historic and scenic significance to the nomination.

A one story hipped roof restroom building is located on the west side of the carriage drive directly west of the bridge over Jones Falls. The building contains two restrooms and a garage. The restroom building is rectangular in plan and approximately 21 feet 4 inches by 31 feet 2 inches in size with its long axis in the east-west direction. The walls are roughly squared random laid fieldstone and the roof is slate. The restroom building is unaltered, was constructed after the period of significance, and does not contribute to the significance of the nomination.

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A one story gable roofed caretaker's house constructed circa 1950, is located immediately west of the west carriage drive north of the restroom building. The house is T-shaped in plan and approximately 38 feet by 40 feet in size. The walls are battened plywood, the windows are wood casements and the roof material is asphalt shingles. The house was built after the period of significance and does not contribute to the significance of the nomination.

At the top of Relay Hill in the center of the west carriage drive loop, is a one story gable roofed shelter constructed in 1947. The shelter is rectangular in plan, open sided and approximately 8 feet by 24 feet in size. The columns and low perimeter walls are constructed of roughly squared fieldstone. The roof is supported on open wood trusses. The shelter is unaltered, was constructed after the period of significance, and does not contribute to the significance of the nomination.

The remaining land which was acquired in 1857 to construct Lake Roland has been left in its natural state. This area includes the land bordering the lake shore from the intersection of Lake Side Drive and Woodbrook Lane north to the Northern Central R.O.W. and from the Northern Central R.O.W. west to the Green Spring Valley R.O.W. Topography is characterized by steep, wooded hillsides separated by rocky streams flowing to the lake. At several locations rock promontories form cliffs bordering the lake. A local landmark is a small cave known as Tinkerbelle's Cave on the shore of Lake Roland opposite the dam. These areas are essentially unaltered from the period of significance, except for planting growth, and are a contributing resource with an exceptionally high level of integrity and historic and scenic significance to the property.

RAILROAD RIGHTS-OF-WAY

The Northern Central Railroad line (successor to the Baltimore & Susquehanna) began construction in 1831 and is still in operation as a single line freight railroad. The railroad enters the district at the junction with the Green Spring Valley line on the west side of Jones Falls and Relay Hill, crosses the lake in a north-south direction on a causeway and bridge, and continues on the east side of the district to the northern border. Approximately 20,000 cubic yards of fill were added to the railroad

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embankment at the time the Lake Roland dam was constructed. During the period of significance, the Northern Central Railroad had two parallel tracks. The current steel plate girder bridge over the lake and its central pier support were constructed in 1923 and the rail was laid in 1924. The bridge is supported on abutments constructed circa 1861 of rusticated stone blocks. The Maryland Central Light Rail Transit line track is under construction along the Northern Central R.O.W. The embankment, bridge abutments, and the 1924 bridge are essentially unaltered. The embankment and bridge abutments are contributing resources with a high level of integrity and historic and engineering significance to the nomination. The bridge, central pier, and track structures were built after the period of significance and do not contribute to the significance of the nomination.

The Green Spring Valley line R.O.W. starts at the junction with the Northern Central R.O.W. at the site of the former Relay House (later Hollins Station) northwest of the Lake Roland dam and continues west past the boundary of the historic district. The R.O.W. is oriented approximately in a north-south direction starting at the site of the Relay House, and then turning to an east-west direction at the junction of Jones Falls and Lake Roland. The Green Spring Valley R.O.W. forms part of the southern and western boundaries of the historic district. The railroad was originally constructed circa 1831 with a single line for horsedrawn cars to connect Green Spring at the head of Jones Falls with the Northern Central. Portions of the railroad were reconstructed before 1887, and new rails were laid circa 1902.

Immediately west of the Northern Central Railroad, a single standard gauge track continues north and west approximately $\frac{1}{2}$ mile. The rails were manufactured in Scranton, Pennsylvania and are dated 1901 and 1902. The gravel roadbed, embankments and cuts, and ties remain from the end of the rails to the western boundary of the historic district. The cuts and fills of the railroad embankment remain essentially unchanged, although volunteer plants have grown along the R.O.W. The track and engineered cut and fills are contributing resources with a high level of integrity and historic significance to the nomination, whose contribution could be enhanced by sympathetic rehabilitation.

Circa 1860 stone culverts are located approximately 800 feet and 1100 feet north of the Northern Central line and are oriented

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in an east-west direction. These culverts provide drainage from the valleys on the west side of the R.O.W. to Lake Roland. The retaining walls at the lake are constructed of squared stone blocks with 4 feet by 4 feet square openings at the mouth of the culverts. The lintel stones over the openings are approximately 8 feet in length. The culverts are unaltered and are contributing resources with an exceptionally high level of integrity and a high level of significance to the nomination.

A pair of circa 1859 bridge abutments are located approximately 1400 feet west of the Northern Central line along the Green Spring Valley R.O.W. on either side of a small creek. The walls are constructed of fieldstone masonry with a soft mortar. The north abutment is unaltered and only the foundation of the south abutment remains. The abutments are a contributing resource with a low level of integrity whose contribution could be enhanced by sympathetic restoration.

A circa 1859 retaining wall constructed of drylaid fieldstone masonry, is located approximately 2400 feet north of the Northern Central line along the Green Spring Valley R.O.W. The retaining wall is located on the west side of the railroad embankment at the bottom of a valley. Silt has covered the opening of the culvert beneath the embankment. Approximately 50 feet west of the retaining wall, are a pair of bridge abutments constructed of fieldstone masonry with a soft mortar. The retaining wall and bridge abutments are unaltered and are contributing resources with a high level of integrity and historic significance to the nomination.

A circa 1859 cast-iron milepost, which is V-shaped in plan and approximately 12 inches by 12 inches by 5 feet in height, is located one mile west of the Northern Central junction. The marker has raised numerals with 1 on the west side and 7 on the east side. These numbers indicate the distance to the site of the former Hollins Station at the east end of the Green Spring Valley line and to Owings Mills at the west end of the line. The marker is a contributing resource with an exceptionally high level of integrity and a high level of historic significance to the nomination.

A circa 1859 stone masonry bridge with an 8 foot diameter Roman style arch spans a stream approximately 5600 feet west of the Northern Central junction. The masonry is constructed of roughly

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squared fieldstone with a soft mortar. The bridge is unaltered and a contributing resource with an exceptionally high level of integrity and historic significance to the nomination.

A circa 1924 steel plate girder bridge rests on circa 1859 rusticated stone abutments at Jones Falls near the western boundary of the historic district. The abutments are constructed of large rectangular hewn stone blocks with rusticated faces. The abutments have corbeled edges and are 21 feet 2 inches wide at the top. Although the abutments are of sufficient width to accommodate two tracks, the current bridge is of single track width and spans 55 feet 7 inches. The ties remain in place and support a recently constructed footbridge. The abutments are unaltered, and a contributing resource with a high level of integrity and historic significance to the nomination. The bridge was constructed after the period of significance, is of uncertain integrity, and does not contribute to the nomination.

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PHASE 1 REPORT
NATIONAL DAM INSPECTION PROGRAM
LAKE ROLAND DAM
NATIONAL I.D. NO. MD 104

Lake Roland Dam
Dept. of the Army
Corps of Engineers
July 1979

1.1 General

- a. Authority. The study was performed pursuant to the authority granted by The National Dam Inspection Act, Public Law 92-367, to the Secretary of the Army, through the Corps of Engineers, to conduct inspections of dams throughout the United States.
- b. Purpose. The purpose of this study is to evaluate if the dam constitutes a hazard to human life or property.

1.2 Description of Project

- a. Dam and Appurtenances. The dam structure consists of an overflow section located between two non-overflow sections. (Refer to Drawing No. 2.)

1) Non-Overflow Sections. The non-overflow sections consist of two stone block walls with soil and rock backfill cover. The non-overflow sections extend from each side of the overflow section (spillway) located at mid-dam. The left (south) and right (north) non-overflow sections measure approximately 64 ft. and 126 ft., respectively. Maximum downstream toe to crest height is about 31 ft. The downstream non-overflow section slopes have 2H:1V inclinations.

2) Overflow Section and Appurtenances. Flood discharge facilities consist of an overflow section (spillway) located at mid-dam, and a round arch conduit which serves as a reservoir drain.

The 120 ft. wide overflow section has a 1H:2V upstream slope, 2.5H:1.5V downstream slope, and ogee shape crest. The crest is set at El. 225, six (6) ft. below the top of the non-overflow sections. Normal base flow and flood flows are discharged through the overflow section.

The reservoir drain consists of a round arch conduit measuring 6 ft. at the base, with 4 ft. high walls, and a round arch top section of 3 ft. radius. The reservoir drain conduit extends from the Influent Gate House to the left (south) overflow section sidewall, located 160 ft. downstream of the dam.

- b. Location. Lake Roland Dam is located in Baltimore County, Maryland, approximately 0.45 mi. north of the city limits of Baltimore. The dam is situated on Jones Falls, a south flowing tributary of the Patapsco River.
- c. Size Classification. Based on a maximum dam height of 31 ft. and a top of dam storage capacity of 1,867 ac.-ft. (excluding sediment storage), the dam facility is classified as an "intermediate" size structure.

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- d. Hazard Classification. Lake Roland Dam is located 0.45 mi. upstream from the city limits of Baltimore, Maryland. Substantial property damage and loss of life is expected to occur in the Jones Falls floodplain in the event of dam failure. The Jones Falls floodplain includes sections of the following communities: Bare Hills, Mount Washington, Village of Cross Keys, Woodberry, Hampden, and Baltimore City. The dam is therefore accordingly classified as a "high" hazard structure.
- e. Ownership. Lake Roland Dam is owned by the City of Baltimore, Baltimore, Maryland. The Department of Public Works (Water Division) is responsible for the operation and maintenance of the slide gate lifting mechanisms located in the Influent Gate House. The Bureau of Parks and Recreation is responsible for the maintenance of Lake Roland Dam and reservoir.
- f. Purpose of Dam. Lake Roland Dam and reservoir were originally intended to supply water for the City of Baltimore. However, its use for this purpose was abandoned in 1915. Since this time, Lake Roland has been primarily used for recreational purposes. Lake Roland Dam has a flood runoff storage capacity of about 867 ac.-ft.
- g. Design and Construction History. Construction of Lake Roland Dam was started in 1860 according to dated construction drawings. The date, July 21, 1861, is discernible on an inscribed capping stone located at the right non-overflow dam section. This date is presumed to be the construction completion date. The Lake Roland-Hampden water supply conduit was sealed with a reinforced concrete plug on April 18, 1958.
- h. Normal Operating Procedure. Lake Roland Dam operates as an uncontrolled structure and hence, does not require a dam tender. Under normal operating conditions, pool level is maintained at E1. 225, the crest level of the uncontrolled overflow dam section.

1.3 Pertinent Data

- a. Drainage Area 36.8 sq. mi.
- b. Discharge at Dam Facility
 - Maximum known flood at dam facility Unknown
 - Ungated overflow section capacity at top of dam elevation 5,400 cfs
- c. Elevation (feet above MSL)
 - Constructed top of dam E1. 231
 - Normal pool E1. 225
 - Overflow section crest E1. 225
 - Maximum tailwater Unknown
 - Upstream invert of outlet pipe E1. 201
 - Downstream invert of outlet pipe E1. 200±
 - Streambed at toe of dam E1. 200±

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d. Reservoir Length

Length of maximum pool 1.75 mi.
Length of normal pool 1.50 mi.

e. Total Storage

Constructed top of dam 1,867 ac.-ft.
Overflow section crest 1,000 ac.-ft.
Normal pool level 1,000 ac.-ft.
Sediment pool Unknown

f. Reservoir Surface

Constructed top of dam 113 acres
Overflow section crest 100 acres
Normal pool 100 acres

g. Non-overflow Sections

Type	Stone masonry
Length	
Right section	126 ft.
Left section	64 ft.
Height	31 ft.
Side slopes	
Downstream	2H:1V
Upstream (submerged)	Unknown

h. Regulating Outlet

Type	Round arch conduit, stone block construction
Length of connecting outlet pipe	160 ft.
Gates	Two 4.5 dia. slide gates

i. Overflow Section

Type	Ogee
Width	120 ft.
Crest elevation	225 ft., MSL
Gate	None
Side slopes	
Downstream	1H:2V
Upstream	2.5H:1.5V

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SECTION 2
DESIGN DATA

Lake Roland Dam
National Dam Inspection Program
Dept. of the Army
Corps of Engineers
July 1979

2.1 Design

a. Data Available. The following available data may be obtained from the Maryland Water Resources Administration or the City of Baltimore, Department of Public Works (Water Division).

- 1) Hydrology and Hydraulics. Unit and inflow flood hydrographs, and a summary of 50 year frequency and PMF peak inflows were obtained from Jones Falls Flood Control Study, Baltimore, Maryland. Study prepared June 1, 1971, for the City of Baltimore, Maryland by Knoerle, Bender, Stone & Associates, Inc.
- 2) Dam and Appurtenances. The available design data consists of as-built construction drawings obtained from City of Baltimore, Department of Public Works. These construction drawings include a centerline cross section and plan view of the non-overflow and overflow sections, and section views of the Influent Gate House and water supply conduit structure.

b. Design Features. Principal design features are illustrated on Drawing Nos. 2, 3, and 4.

- 1) Non-overflow Sections. Non-overflow wall sections are constructed of Cockeysville Marble stone blocks measuring approximately 3x2x1.5 ft. in dimension. Photographs of exposed stone wall sections indicate that block size and shape vary. A drawing showing a cross section view of the dam indicates that these wall sections are constructed on bedrock. The mortared stone block wall sections have an estimated base width of 20 ft. and an average height of 43 ft. These wall sections have a backfill cover consisting predominately of rock pieces mixed with soil. (Refer to Drawing No. 4.)
- 2) Overflow Section. The overflow section (spillway) is constructed of Cockeysville Marble stone blocks and extends to bedrock. The overflow section has an estimated maximum height from bedrock foundation to crest of 41 ft. A 16 ft. long stilling apron is located at the downstream toe.

2.2 Construction. Available design information is not sufficiently detailed to assess whether the dam and appurtenances were constructed in general accordance with intended design drawings and specifications.

2.3 Operation. The City of Baltimore, Department of Public Works (Water Division) is responsible for the operation of Lake Roland Dam. The only operational features at the dam are four (4) slide gates used to regulate flow entering the reservoir drain (round arch conduit) and water supply conduit. The slide gates are reportedly inoperable. No formal records of operation are maintained.

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2.4 Evaluation

- a. Availability. All available design information and drawings were obtained from the Dam Safety Division, Maryland Water Resources Administration and the City of Baltimore, Department of Public Works (Water Division).
- b. Adequacy
 - 1) Hydrology and Hydraulics. The available hydrological and hydraulic information is limited in scope. Computer analyses using HEC-1-DAM Safety Version were required to adequately conduct a Phase 1 study.
 - 2) Dam and Appurtenances. The type and detail of available construction drawings and other data is limited in scope and number. This limited construction data required that assessments be heavily based on visual inspection, performance history, interpretation of photographs, and foundation, hydrologic, and hydraulic assumptions.

In view of the age of the dam (completed July 21, 1861), it is believed that the design approach and construction techniques are not likely to have been in conformance with currently accepted engineering practice. However, the performance history of the dam is reportedly good.

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HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s):

Agricultural/Industrial Transition A.D. 1815-1870
Industrial/Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Theme(s):

Architecture/Landscape Architecture/Community Planning
Social/Education/Cultural

Resource Type:

Category: District

Historic Environment: Rural

Historic Function(s) and Use(s):

GOVERNMENT/public works
LANDSCAPE/park

Known Design Source:

Architect/Builder: Slade, James, C.E.

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HISTORIC CONTEXT:

During the first half of the 19th century, the port of Baltimore grew rapidly as a transfer center for commercial goods. In order to connect Baltimore to the farmlands to the west and the manufacturing centers to the north, railroads were built as private speculative enterprises. The horse drawn Baltimore & Susquehanna Railroad, later the Northern Central, started at Baltimore and reached the Green Spring Valley by 1831. In the same year, the Green Spring Valley line of the railroad joined the main line northwest of the present Lake Roland dam. A Relay House, later known as Hollins Station, was constructed in the 'Y' of the junction and functioned as the changing point for the horse teams and as a hotel and restaurant for travelers and railroad employees. Both railroad lines carried freight and local passengers to and from Baltimore. The railroads were mechanized with the advent of steam locomotives and provided frequent service to the area, with six commuter trains daily each way on the Green Spring Valley line and fourteen trains daily each way on the Northern Central Railroad. The Green Spring Valley line was substantially reconstructed from 1853 to 1859.³

The railroad's initial purpose was to serve the farming communities and manufacturing mills north of Baltimore. For example, the Bellona Gunpowder Mill and the Eagle Mills textile factory were on the site of what is now Lake Roland.⁴ However, Baltimore City excursionists were soon using what became the Northern Central Railroad to reach the scenic valley for recreational purposes. The earliest picnickers, skaters, boaters, and fishermen alighted at the Relay House and at the Ruxton station to the north. The Relay House burned in 1869 and was replaced by Hollins Station in 1876.

³ Martin K. Van Horn. "The Green Spring Branch - Site of the Lake Roland Electric Ry." The Headway Recorder. April 1960 (20:4).

⁴ John McGrain. "Historical Aspects of Lake Roland." Maryland Historical Magazine. 1979 (74:253), 266, 267.

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Three Northern Central stations operated within the historic district during the period of significance: Hollins Station at the junction with the Green Spring Valley line, Brightside just north of the Lake Roland bridge, and Lake near where Bellona Avenue parallels the tracks. In addition, the Sorrento station stop was located on the Green Spring Valley line midway between the Northern Central junction and the Jones Falls bridge.

At the same time the railroads had reached the Green Spring Valley, the rapid growth of Baltimore created problems for residents in obtaining a pure and reliable source of water for the city. Initially all water was supplied by private wells or springs. The privately owned Baltimore Water Company supplied Baltimore with water from 1804 until 1854. Early sources of company water included damming Jones Falls near the location of what is now Preston Street and pumping it to a hilltop reservoir. As the city grew, the company bought water rights to millponds upstream and expanded its system in a failed attempt to keep up with demand. By 1853, the Baltimore Water Company had purchased the water rights along Jones Falls from the Bellona Powder Works at the site of the future Lake Roland.⁵

The City Council was unhappy with the quantity and quality of water supplied by the Baltimore Water Company, and in 1830 asked about buying the company. No agreement was reached, and Baltimore City studied and considered several alternative sources of water, including Jones Falls, the north branch of the Patapsco, Gwynn's Falls, and Great Gunpowder Falls. A June 18, 1853, report to the Water Commissioners by James Slade, a civil engineer from Stamford, Connecticut, recommended the upper Jones Falls as an economical and reliable source of water. Other engineers, including Montgomery C. Meigs and Myndert Van Schaick, recommended damming either the Patapsco or the Gunpowder Falls, due to their better quality of water. The Water Commissioners ultimately chose the lower cost option of damming Jones Falls below Roland Run and connecting the outflow to Hampden reservoir in the city by means of a brick lined buried conduit. Baltimore acquired the holdings of the Baltimore Water Company in 1854, by condemnation, for \$1,350,000, and acquired additional water rights on Jones Falls in 1856.

⁵ Ibid., 253.

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James Slade designed a system which included Lake Roland and the Lake Roland dam, the conduit to Hampden Reservoir, and a main from Hampden Reservoir to Mount Royal Reservoir and additional distributing mains. Slade designed a gravity dam at Jones Falls with a puddled earth core covered with stone blocks. Baltimore purchased water rights to the head of the lake and land for the lake, dam, and conduit in 1857. The following year, 1858, construction of the dam began and was supervised by Baltimore's Chief Water Engineer, Charles P. Manning.

The dam and lake were built by J.B. and T.F. Connolly. Iron gates and special pipes were cast and installed by the firm of A&W Denmead and Sons. The Denmead company operated the famous Monumental Iron Works at the corner of Monument Street and Guilford Avenue in Baltimore, where they had been making locomotives and boilers since 1847. The Connolly company advertised in directories of the period as marble cutters "opposite the jail on East Madison Street." The gate house was completed in October 1861, three months after the water began to spill over the crest.

The site of the dam was a narrow ravine on Jones Falls at the end of the Green Spring Valley, over the hill and to the east of the Hollins Station. At the time, the dam site was eight miles north of the boundary of Baltimore. After discovering a solid rock bed at the base of the ravine, James Slade designed an "indestructible" dam with a solid rubble-stone core. It incorporated a stone Classic Revival style valve house on the east side of the dam. The valve house contained the gate valves controlling the flow of water. From the valve house, the water flowed through an underground brick conduit to Hampden Reservoir or to the waste weir. The construction work went quickly, and the lake water first reached the crest of the dam in 1861.⁶

The cost of purchasing the land and building the lake, dam, conduit to Hampden Reservoir, and pipe to the vicinity of the Washington Monument in downtown Baltimore was estimated as \$1,146,248 in Slade's 1853 report. The actual cost when the work was completed was \$1,360,057. The estimate was exceeded in part due to the change in the dam design, unexpected costs related to changing the bottom profile of the lake, and providing culverts and

⁶ Annual Report..., 1861, 13.

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abutments for roads and railroad bridges.

When completed the dam created Swann Lake, named for the Mayor of Baltimore at that time. Subsequently, the lake was renamed Lake Roland after Roland Run which reflects the name of Roland Thornberry, a local land owner in 1694.⁷ Excess water flowed over the dam and down its rusticated stone face, creating a pleasing white water effect. Excess water could also be drained through the Valve House by way of the waste weir on the east side of the dam.

When first built, the 116 acre Lake Roland reservoir was the main water supply for Baltimore City. However, Lake Roland had heavy silting problems as soon as the dam was constructed.⁸ The heavy runoff from Jones Falls, Roland's Run and other tributaries quickly reduced the volume of water in the lake and caused cloudy contaminated water to be received in Baltimore. In 1872, the reservoir was out of service for 15 days and the Water Board decided to dredge the lake and place pumps at Meredith Ford on the Gunpowder to supply Lake Roland with clean water. From 1874 to 1884, the pumps pushed the water through a 36 inch diameter conduit which discharged into Roland Run at Lutherville, two miles above the lake. Lake Roland was again dredged in 1874. Another reservoir, the lake at Druid Hill, was developed as short-term supply.

"During the drought of 1880, the daily supply of Baltimore ran up from sixteen million gallons to between twenty-five and thirty million gallons. The deficiency was made up from storage, and largely from the 'temporary supply' from the Gunpowder."⁹

A dam with a seven mile tunnel to divert water to storage lakes at Montebello and Clifton was constructed at Loch Raven on the Gunpowder. Silting and turbid water from Lake Roland continued to be a problem and a large reservoir was built at Loch Raven and completed in 1914. Use of Lake Roland became intermittent and 1915 was the last time it was used as Baltimore's source of water.

⁷ John McGrain, "Historical Aspects...", 1979, 253.

⁸ Annual Report..., 1863, 53.

⁹ Harper's Weekly. October 8, 1881.

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The construction of the Lake Roland dam and its related engineering works is characteristic of the construction of the mid-19th century: it was triangular in section and relied upon the mass of the dam to withstand the water pressure of the reservoir; it was surfaced with large cut stone blocks; the excess water flowed over a central spillway and the water level of the reservoir was controlled by metal gate valves. The dam was unusual in that it had a solid rubble-stone core, rather than the typical tamped or puddled earth core. In addition, the dam's aesthetic design was outstanding and was frequently illustrated in publications before the turn of the century.¹⁰

In 1861, a boathouse and a gate keeper's cottage were constructed on the east shore of Lake Roland just upstream of the dam.

Also in 1861, Confederate sympathizers from Baltimore City destroyed the iron railroad bridge crossing the lake to prevent Union troops from moving south. The bridge was replaced, and Union soldiers were stationed at the site throughout the war to protect it.¹¹ The bridge was replaced with a steel plate girder bridge with a central concrete pier in 1924.

An iron bridge crossing Jones Falls was constructed shortly after the dam was finished. This bridge was swept away in a flood in 1868 and was replaced with a cast and wrought iron truss bridge by Wendel Bollman in 1872. The Bollman bridge was demolished during World War II and replaced with a steel and concrete bridge after the war using the existing 1872 stone abutments.

The surrounding land administered by the Water Board was landscaped starting in 1862 with carriage roads, bridges, trees, sod, and fountains. The start of the landscape work surrounding Lake Roland immediately followed the completion of the dam and appears to have been part of the initial design.

¹⁰ Bryant, Wm. Cullen, Editor. Perkins, Granville, Illustrator. Picturesque America. "Baltimore and Environs." (New York: Appleton, 1874) 86.

¹¹ Carol Ukens, "Lake Roland's Splendid Monument." Towson Times, 16 July 1986.

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Chief Engineer Charles Manning reported in 1863 that:

"A road has been made around the hill near the Relay House, which enables the visitors to procure a view of the lake from that eminence. I have planted a great number of trees on the banks and also around the carriage drives."¹²

Grading of slopes and construction of stone culverts continued through 1878. The designed landscape flowed into the tree covered hills without a distinct border. This beautiful country setting for an urban park was frequently remarked upon in contemporary accounts. As Picturesque America noted in 1874:

"...we come to Lake Roland, clasped in the embrace of bold hills, and winding, river-like, around jutting peninsulas. It is a charming scene. In the fresh, dewy sparkle of early morning, or in the soft closing-in of the evening shadow, it is beautiful in varying moods as the ever-changing, ever-new face to the waters answers to the drifting clouds; the heavy hill shadows, the trees that sentinel its margin, or come down a disorderly, irregular troop to mirror themselves in its bosom;..."

These landscape elements were characteristic of the informal romantic style popularized by Andrew Jackson Downing and Frederick Law Olmsted. The actual landscape designer remains unknown at this time. However, Lake Roland Park was one of the earliest public romantic landscapes in the Baltimore area.

At the beginning of the 19th century, several city squares in Baltimore had been formally landscaped as parks. They included the City Spring (before 1810), Washington Square (1815), and Union Square (1847). At the time only the wealthy could escape the heavily built-up city by travelling to the countryside. In 1851, Baltimore and Baltimore County were created as separate political entities and a Boundary Avenue Commission was created. The commission's 1852 report proposed a Boundary Avenue park encircling the city specifically "as places of resort for the thousands who may throng from the densely built portions of the city to avail

¹² Annual Report..., 1863.

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themselves of the luxuries of fresh air and shade from the trees."¹³ Although never implemented, this planning effort was similar to those in other American cities at that time. It led to the city instituting a park tax and acquiring the Nicholas Lloyd Rogers estate, named Druid Hill, in 1860 and opening it to the public as a park. Thus, the 1862 landscaping at Lake Roland closely followed the rise in public interest in parks for the masses. It preceded the development of Fairmount Park in Philadelphia, a similar recreational landscaping of a city waterworks begun in 1867 at the site of an 1821 dam designed by Benjamin Henry Latrobe, Sr.

Baltimore continued to acquire other large estates as "found parks." The Municipal Arts Society, founded in 1899, had the extension of parklands as one of its aims. The group retained the Olmsted Brothers to examine Baltimore's parks in 1902. In 1904, the Olmsted Brothers completed a study proposing a city wide system of linked parks which included Jones Falls, Lake Roland, and many other elements of the city's water supply system.¹⁴

The development of a citywide system of parks paralleled the evolution of Baltimore's trolley system. Initially horse drawn, the trolleys were a primary mode of transportation for both goods and people in the nineteenth century. These competing private railways radiated out from downtown Baltimore to the new suburban residential areas. Baltimore had the first electrified trolley in the United States, in 1851. Mayor Swann instituted the Park Tax on the trolleys in 1859.¹⁵

One of these trolleys, the Lake Roland Elevated Railway, was an important factor in the development of the site as a

¹³ Report of the Board of Commissioners to the Mayor and City Council, Relative to the City Boundary Avenue, Baltimore, MD., 1852.

¹⁴ Olmsted Brothers, Report on the Development of Public Grounds of Greater Baltimore. (Baltimore: Municipal Arts Society of Baltimore City, 1904), 107, 108.

¹⁵ "Single Horse Car Tract to a Great Network of Lines," The Sun, 25 July 1909.

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recreational resource. Quickly built in 1892 to 1893 from downtown Baltimore to within a short walk of the eastern shore of the lake, the trolley line was incorporated to take advantage of the profits of the new suburban developments.

In order to increase ridership, the Lake Roland Elevated Railway built a country amusement park on land acquired next to Lake Roland. Known as Lake Side Park, it featured a merry-go-round, a two story dance pavilion, a romantic landscape, and the lake itself. Contemporary accounts indicate that this private use was not distinguished or separated physically from the public lands of Lake Roland. Lake Side Park was heavily used and the throngs of visitors which gathered near the dam caused policing problems for the Baltimore Water Board.¹⁶

What was unusual about Lake Roland is that it was a city park located in the suburbs and accessible primarily by rail. Passenger access to the Lake Roland site was by both the Lake Roland Elevated and the Northern Central. The easy rail access to the site created a new phenomenon: country recreation for the average city dweller. "...the trains brought car after car of skaters in the winter, and car after car of picnickers and fishermen in the summer."¹⁷ Boating, hiking, baseball, and bird watching were also common recreations.

As the Baltimore County Union noted in 1887, "There are half a dozen railroad stations within a few minutes walk of different parts of the lake. Mount Washington is a favorite point of access, and the half mile walk to the lake will not be regretted, if only for the charming approach through Lake Roland Avenue. The next station - Hollins - is a junction of the Green Spring branch, which runs through lovely scenery and leaves the lake at a point where Jones Falls empties itself at the western end. Close by this spot

¹⁶ Michael R. Farrell, Who Made All Our Streetcars Go? The Story of Rail Transit in Baltimore. (Baltimore: National Railway Historical Society, 1973), 218; Letter from Chief Engineer, Baltimore Water Department, to President and Members of the Water Board, 9 July 1894.

¹⁷ Robert Hooper, "I Remember...When Ruxton Was Very Young." Sun Magazine, 15 April 1956.

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is Bare Hills, whose sterile crest contrasts singularly with the surrounding fertility and in whose depths are stored valuable mines of copper. Hollins Station is on the eastern (sic) margin of the lake and is the most convenient point of access. Half a mile further up on the main line of the Northern Central Railroad are two other stations (Brightside and Lake), established for the convenience of local residents."

During the summer, Baltimore City residents would stay at the Brightside Hotel just north of Lake Roland and commute to work. In the evenings they would row on the lake and enjoy the scenery. To accommodate these passengers, the railroad established a Brightside Station at the bend of Bellona Avenue.

At the turn of the century, a group of rowing enthusiasts established the L'Hirondelle Boating Club on Roland's Run at the north end of the lake. The club was named for one of the boats used for rowing on Lake Roland. They constructed a boat house and baseball diamond near the water in the early 1900's. Later, tennis courts were added north of the baseball field. A fieldhouse was constructed in 1929 and is still in use. Rowing, baseball, and tennis were newly popular sports at the turn of the century among the young professional classes. The L'Hirondelle Rowing Club (later shortened to L'Hirondelle Club) was characteristic of the national movement toward outdoor recreation at this time.¹⁸

Approximately 100 acres of land on the west side of the lake were laid out as the Sorrento subdivision and the Green Spring Valley line established a Sorrento station stop along Lake Roland by 1889. Apparently an economic failure, the Sorrento tract remained an undeveloped part of the bucolic scenery.

In 1909, the Lake Side Park closed, but the Lake Side trolley continued to run. A director of the trolley line, Robert Merrick, purchased a portion of Lake Side Park to create the Lakeridge Subdivision in 1924. His house on lots 10 and 11 was the first to be constructed. These houses front on Woodbrook Lane, the former extension of Lake Side Drive, and do not reflect an orientation to Lake Roland.

¹⁸ John Redwood, Jr., "History of L'Hirondelle Club, Ruxton, Maryland." (Baltimore: L'Hirondelle Club, 1972), 1.

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The continuous recreational use of the site was increased in 1943 due to the Second World War. Pleasure driving of automobiles was forbidden, so the Lake Side trolley became the main access to Lake Roland. The Department of Recreation stocked the lake with fish (fishing became legal for the first time) and supplied rowboats for hire. The rail access to the park continued until 1950, with stops at Bare Hills and Lake on the Northern Central, and Lake Side by trolley.

An open shelter was constructed at the top of Relay Hill in 1949, and later a groundskeeper's house and a restroom building were built west of the dam. In recent years, a boat shelter has been constructed on or near the site of the original boathouse. Adjacent to the shelter a masonry concession stand and an asphalt parking area have been built. The concession stand is not currently in use.

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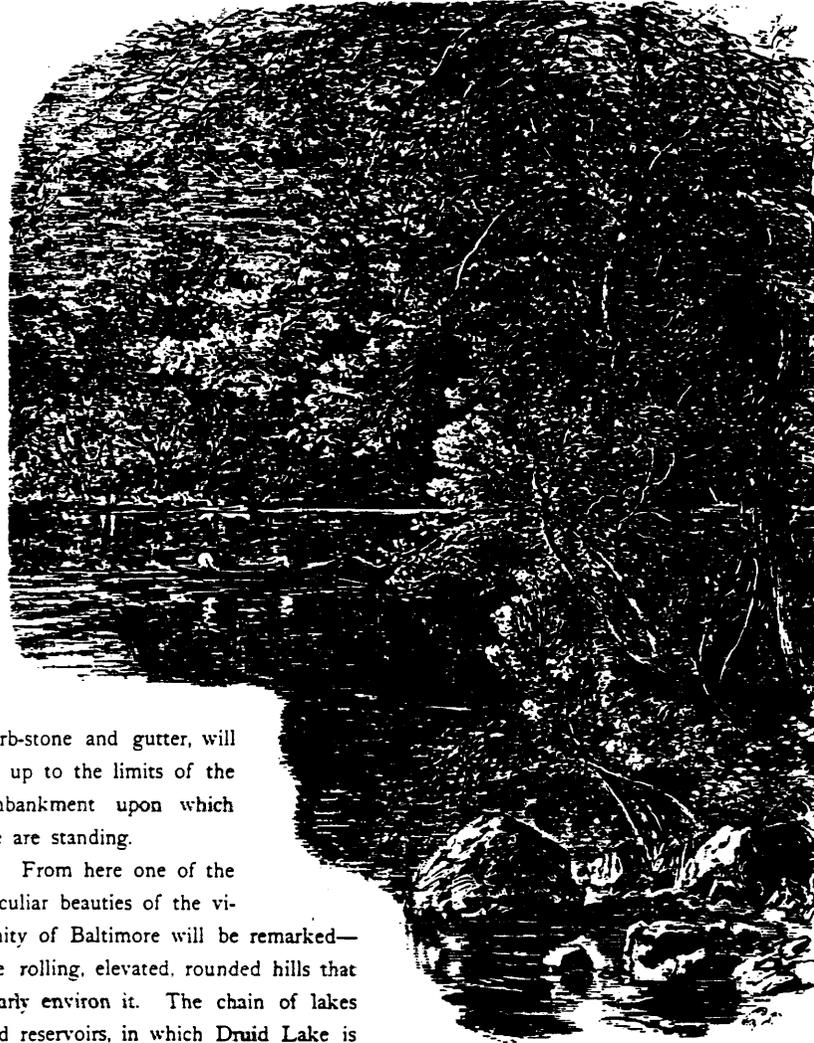
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Lake Roland.

curb-stone and gutter, will be up to the limits of the embankment upon which we are standing.

From here one of the peculiar beauties of the vicinity of Baltimore will be remarked—the rolling, elevated, rounded hills that nearly environ it. The chain of lakes and reservoirs, in which Druid Lake is but a link, and which supplies the city with pure water, extends through one of the most beautiful portions of this broken country. Druid Lake itself is but a storage-lake, with the capacity to afford the city, if needful, sixty days' consumption. Nearer the city lies Mount-Royal Reservoir, and, above, Hampden Reservoir. We now follow Jones's Falls, which presents us with some water-views—Hampden Falls, and the Cotton Mills of Mount Vernon—little sketches that are but suggestive types; and then

source: Picturesque America, 1874

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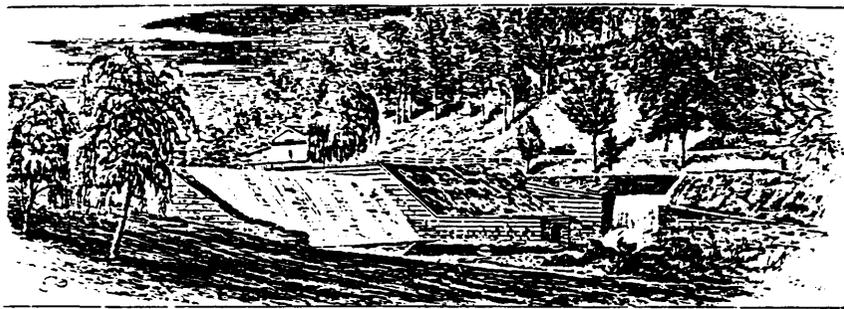
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yet to become one of the principal sources upon which the city will depend, by an aqueduct ten miles long. Pardon us for being statistical for a moment, as thereby we can best show the extent of the present works. Druid Lake has a capacity of four



Lake Roland Dam.

hundred and twenty million gallons; Lake Roland, three hundred and twenty-five millions; Hampden Reservoir, fifty-two millions; Mount-Royal Reservoir, thirty-two millions; and a new high-service reservoir, twenty-seven millions. The Gunpowder works, when completed, will be capable of supplying the city with more than three times the quantity now given by Jones's Falls and Roland's Run.



Lake Roland above the Dam.

All the streams around Baltimore afford scenes of much quiet beauty. Herring Run to the east has been honored by the brush of more than one artist; and Gwynn's Falls, a rapid stream to the west, presents many quaint old mills on its banks, which

source: Picturesque America, 1874

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