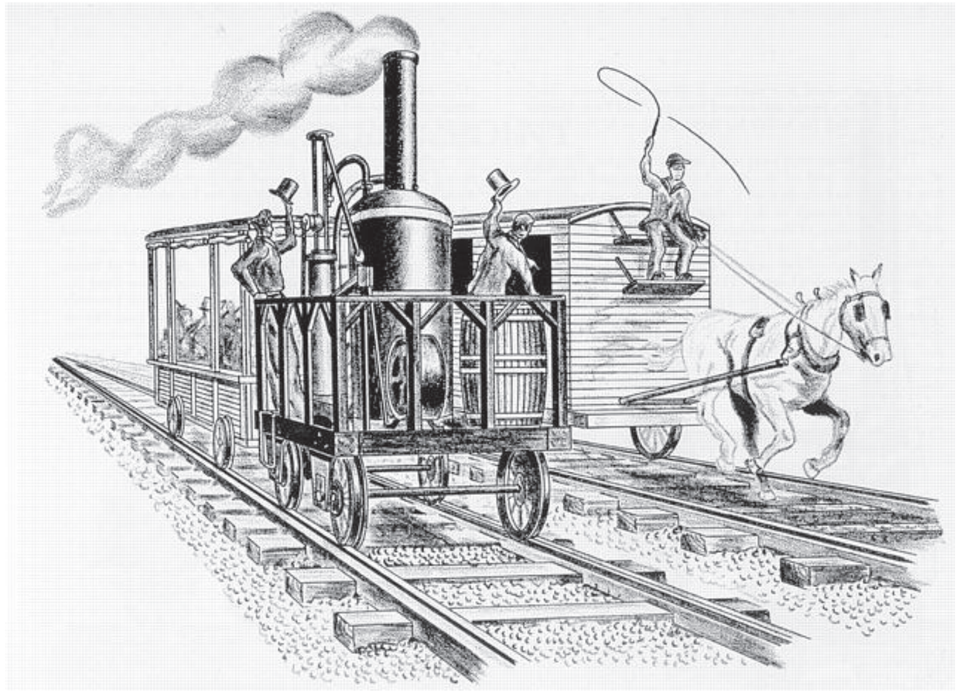


"Peter Cooper's Tom Thumb" (Artist unknown) | Pacific Southwest Railway Museum

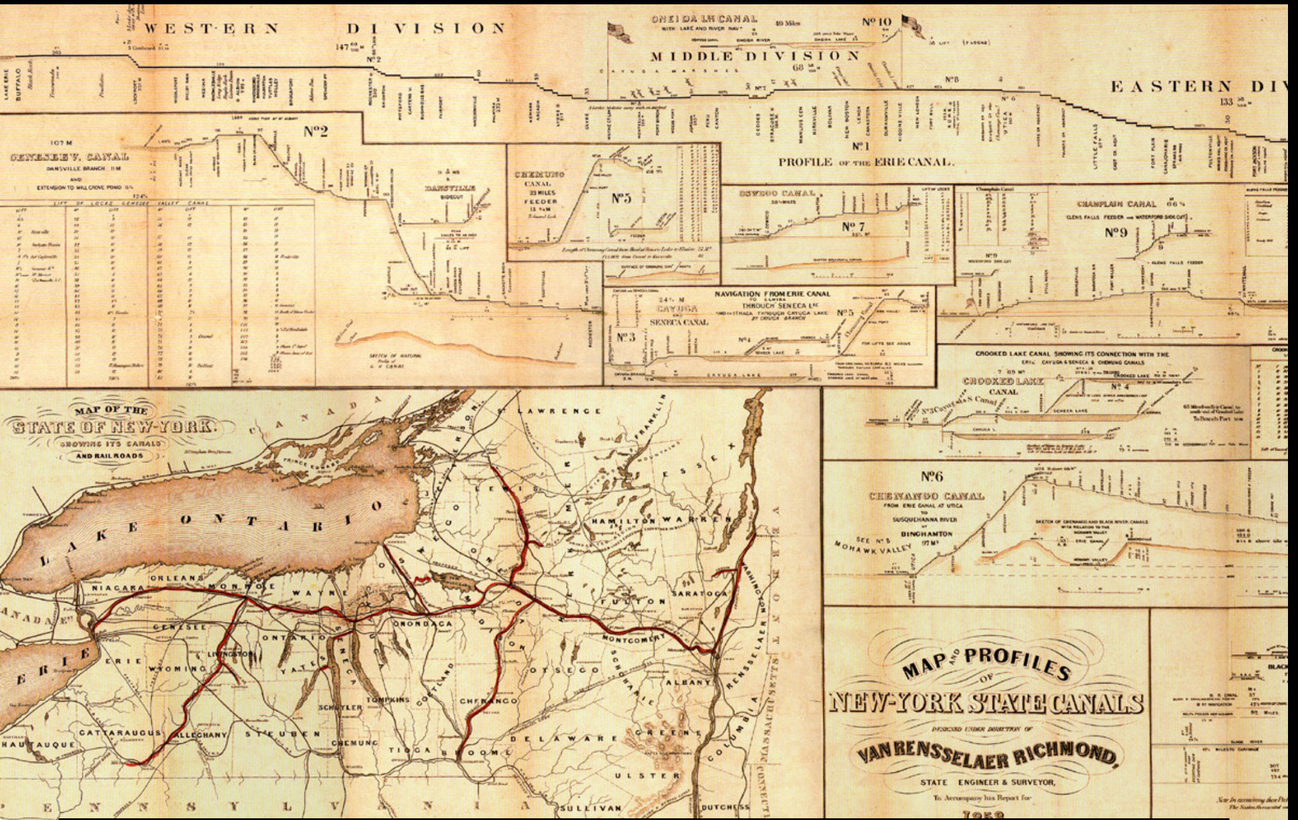
We can be certain that such changes will arrive, in unexpected form, especially with regards to our means of transportation. No other technology-based "urban support system" has seen such rapid metamorphoses over the last two-hundred years; and no other technology affects so fundamentally all the others.

In a very real sense, Homewood's original relationship to Baltimore City was founded upon one particular transportation type — horse power— which was almost immediately superceded by another type: the power of steam-powered locomotives.

Both electric trams and our gasonline-powered cars arrived later in the 19th century and effected still more radical changes. In these times, when our continued dependence upon petroleum is in doubt, what might a new transportation system mean for Homewood?

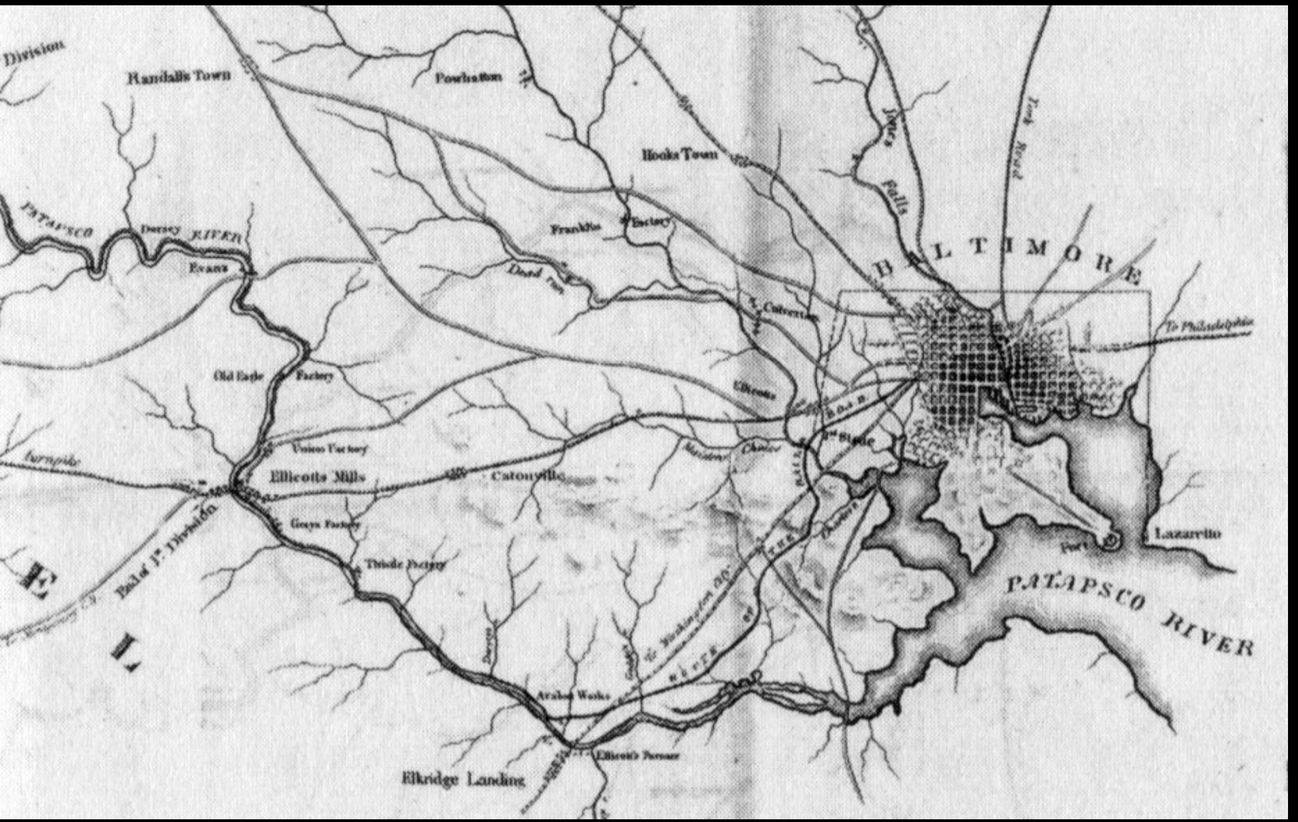
Back in 1830, "new transportation" meant for Homewood and for Baltimore a new opportunity. As we saw earlier, Baltimore's location as the west-most, east-coast port afforded the city with explosive growth in the earlier Federal period. Turnpikes were built to deliver goods and raw materials from the Maryland piedmont to Baltimore's harbour and, in turn, to markets both domestic and foreign.

But the emerging market to the west of the Alleghenies, along the Ohio River and down to New Orleans, was inaccessible to Baltimore, despite the extension of the National Road from Cumberland to Wheeling and beyond. Other states looked to water-based transport through the construction of canals. Merchants in Washington, DC, promoted their Chesapeake and Ohio canal; New Yorkers funded and buit the Erie Canal, which opened in 1825.



Richmond, V.R., "Map & Profile of New York State Canals," (Albany: C. Van Benthuysen, 1860) | www.ErieCanal.org

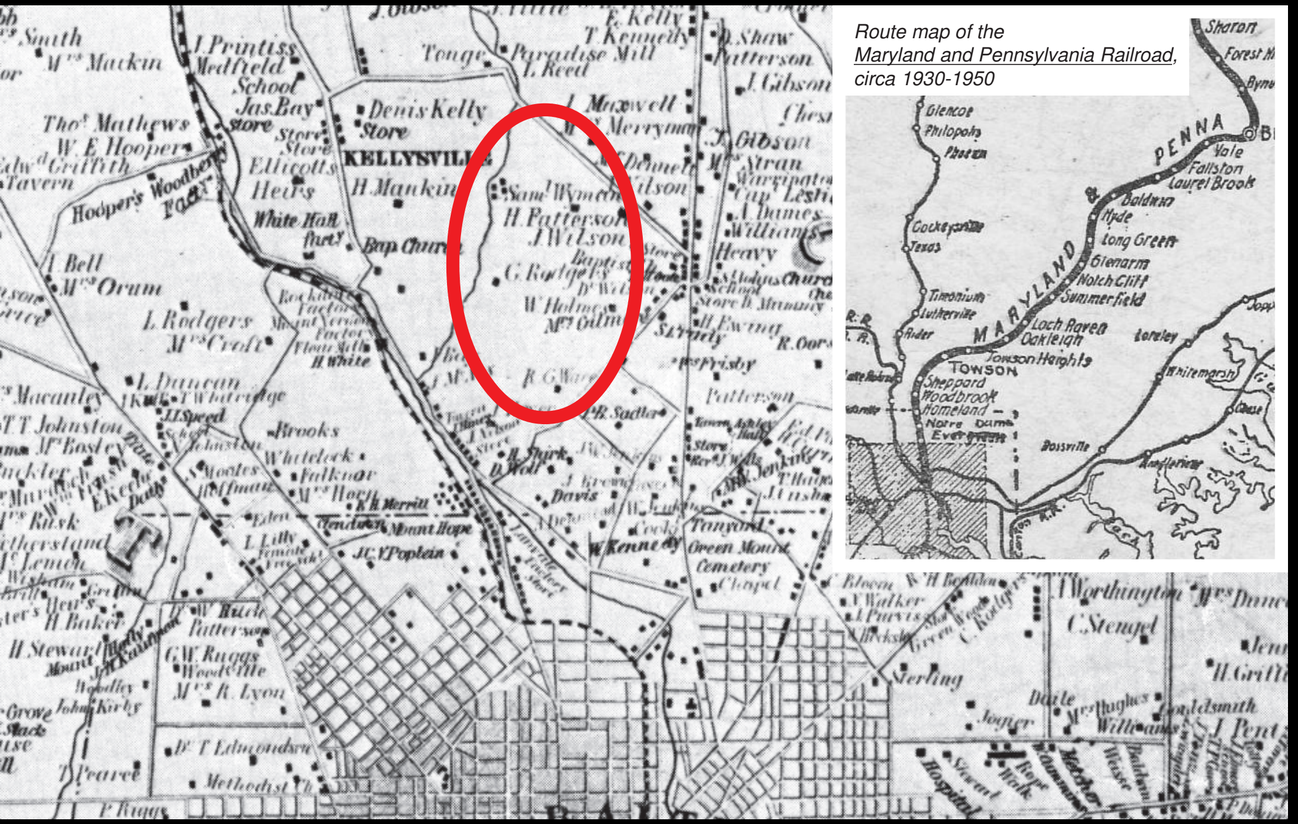
The Erie Canal, especially, spurred the movement of goods away from Baltimore and Maryland and was a significant factor to New York's explosive growth up to the Civil War. It was equally significant in the decision of Baltimore's merchants to develop a different technical solution: *railways*.



Barney, J., "Map of the Country Embracing..." circa 1828, from Dilts, J., *The Great Road*, (Stanford: Stanford University Press, 1993), Pl. 8.

The Baltimore and Ohio's inital line ran in 1830 from Mt. Claire to Ellicott City, after which the line was extended through Harpers Ferry on to Wheeling more than 20 years later, in 1853.

Even at the railroad's beginning, we have the Homewood connection: Charles Carroll of Carrollton, then 90 years old, dug the first shovelfull of earth at the opening ceremony in 1828. The Homewood connection continued througout the railroad's expansion, as Homewood's later owners the Wymans and Keysers were active in the Railroad's operations through 1881.



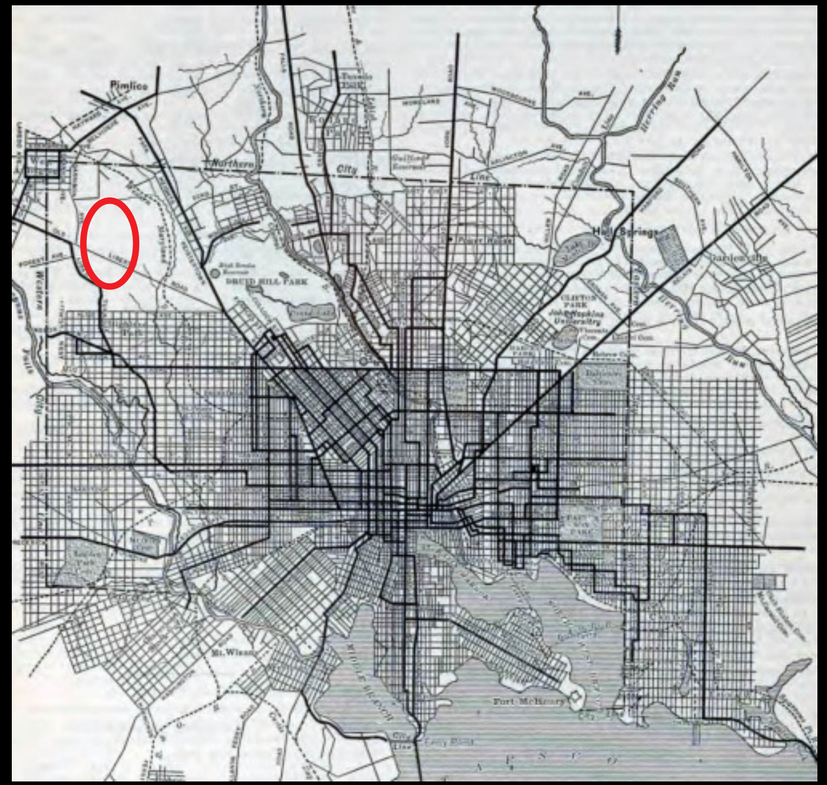
Sidney & Browne, , J., *Map of the City and County of Baltimore...* (Baltimore: James M. Stephens, 1850) | Enoch Pratt Free Library

Already by 1850, we can see on maps a rail line extending up the Jones Falls valley, perhaps a half-mile to the west of Homewood; these lines served the new textile Mills which accompanied Baltimore's industrial expansion. On another map we can see a spur run up Stoney Run, immediately adjacent to the Homwood property. Its presence attests to the transformative power of this new technology upon landscapes once considered desireable for their *distance* from the distractions of commerce.

Baltimore Omnibus, circa 1885 | Maryland Historical Society

Nevertheless, Baltimore's original mass transit emerged not from the railways but from the use of horse-drawn stagecoaches, in the form of "Omnibuses" as early as the 1840s. Only in 1859 were the first horse-drawn "street-car" lines chartered, with explicit legal limits to their operation. No tracks could be run outside of Baltimore's municipal boundaries. Although within three years that limit had been lifted by the State legislature, an important principle had been implicitly acknowledged: *Transit, at least in those early years, was as an urban amenity, tying together city interests — and not regional ones.*

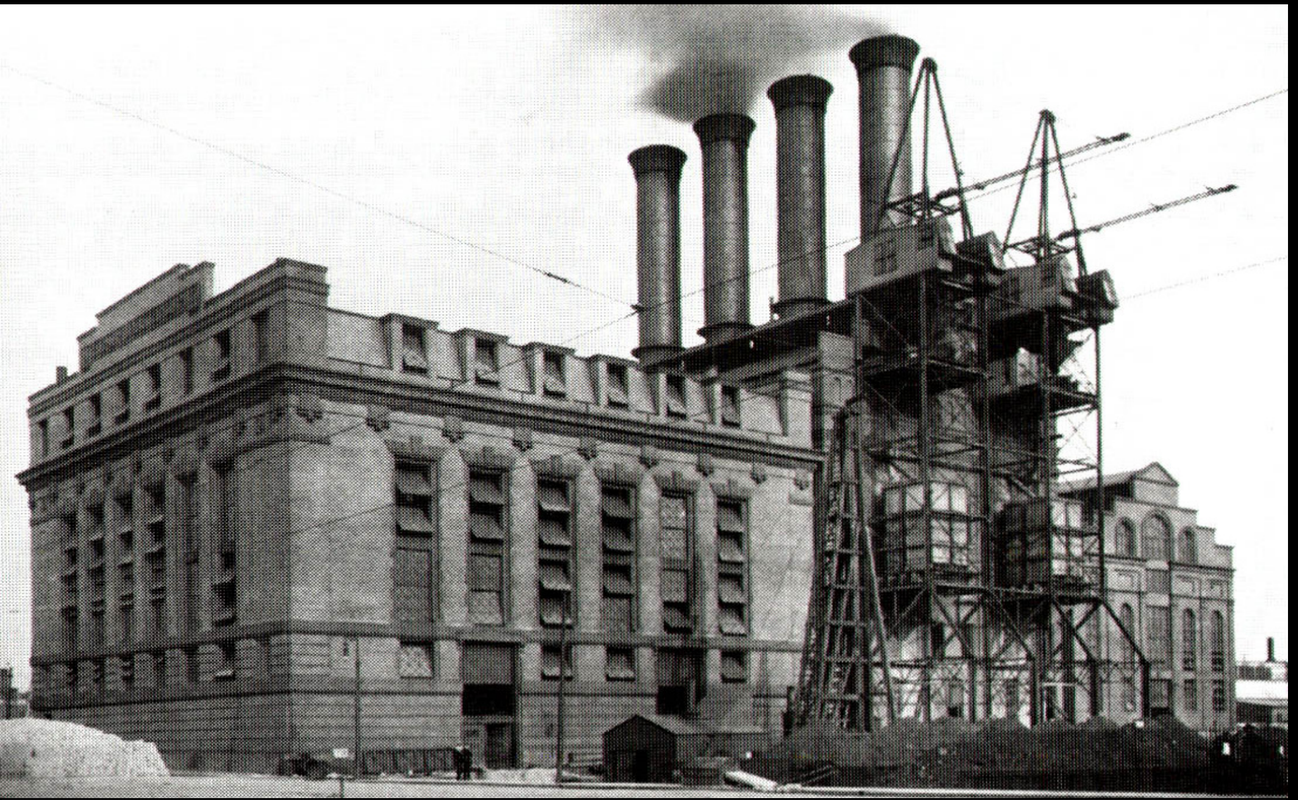
One early use of the streetcars was, for instance, to deliver citizens to the newly-opened Druid Hill Park, created by the municipality upon land beyond its own corporate borders. But this use remained explicitly for the betterment of city life; and, to this day, design of the park encourages approach only from the south, from the Baltimore's historical center.



"Map Showing the City Lines of the United Railways and Electric Lines, Baltimore," from *American Street Railway Investments: A Supplement to the Street Railway Journal* (New York: The Street Railway Publishing Company, 1900) , p.19

Along with Baltimore's expansion of 1888, streetcars moved northwards with Baltimore's street grid, which incrementally began to impose itself upon the once-large estates surrounding Homewood. As one can see on this map depicting Baltimore's streetcars in 1900, the system was extensive. In the vicinity of Homewood, the area's primary north-south transportation route remained York Road/Greenmount Avenue, located only half a mile to the east. To the west of Homewood, lines ran along Remington and into Hampden and Roland Park.

Yet street cars extended up Charles Street only as far as 25th Street, then called Huntingdon Avenue; a horse-drawn car extended up St. Paul Street only up to 31st Street.

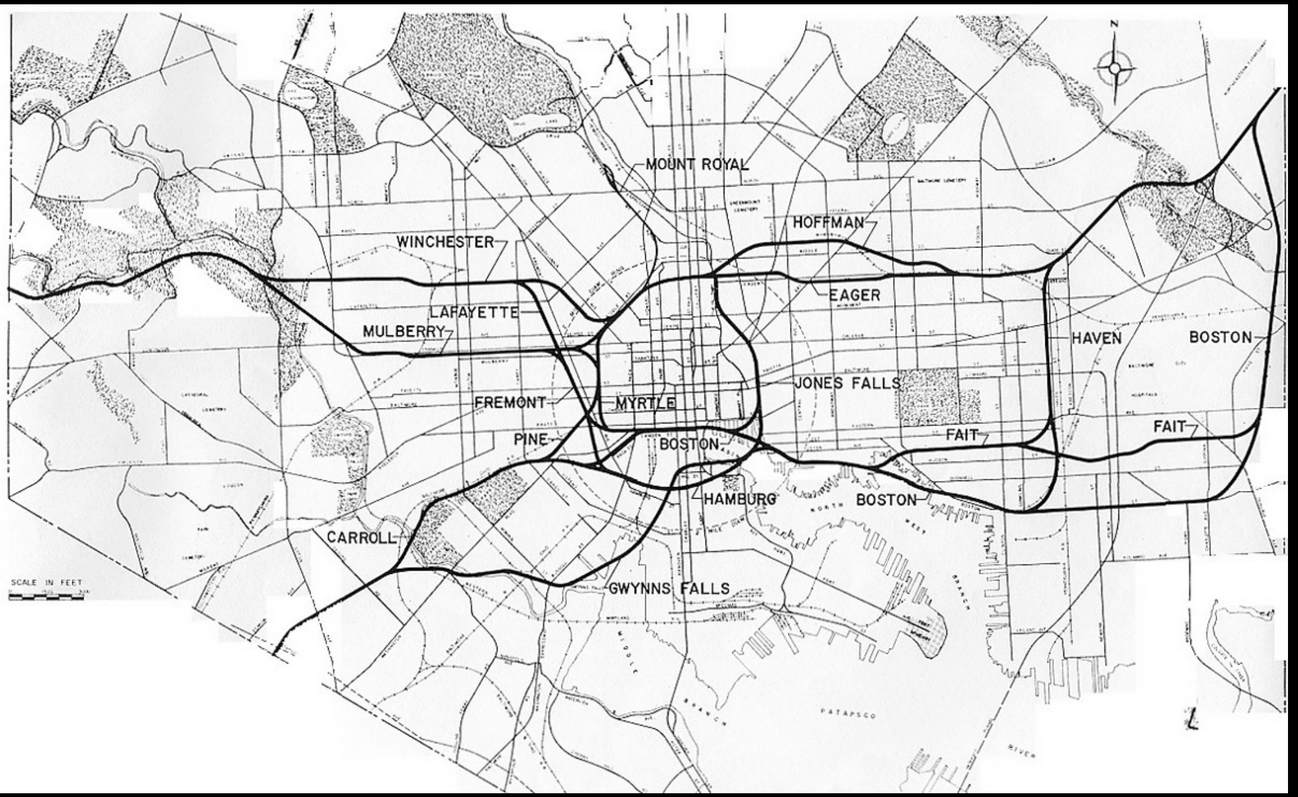


"United Railways & Electric Company Power Plant," from Hayward & Shivers, Jr., eds, *The Architecture of Baltimore,* (Baltimore: The Johns Hopkins University Press, 2004), p. 181.

Electrification had by then been introduced to improve reliability, frequency, and cleanliness; but the impact of providing that electricity had its own costs. Consider the United Railways & Electric Company Power Plant on Pier 4 of the Inner Harbor, familiar to many of us today as a tourist destination. The structure was originally planned to provide a single source for powering the streetcars; its place at the Harbor was key for its convenient access to both water- and rail-borne coal delivery, its supply of water for its boilers, and its location central to the street car's power grid. The Power Plant was built in stages from 1895 to 1901, roughly the time Johns Hopkins University acquired Homewood.

What better example is there to illustrate Homewood's emerging dependence upon a city-based infrastructure?

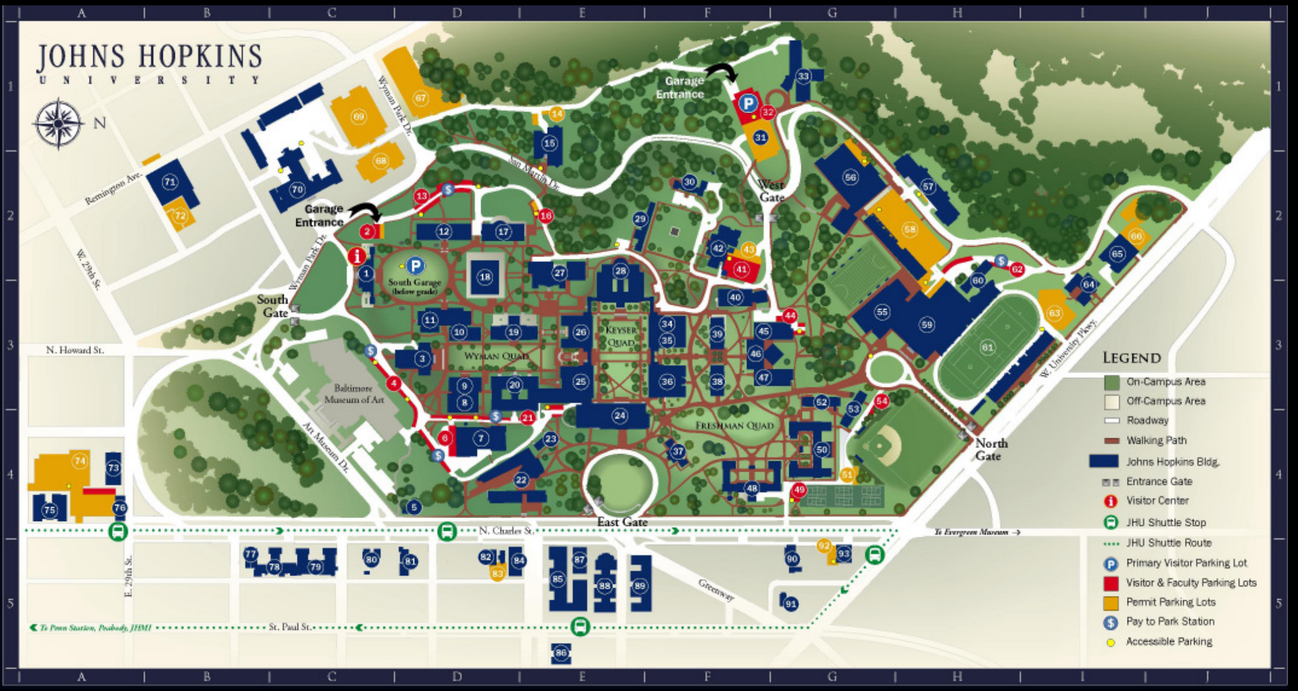
Hopkins' removal from the city center to Homewood was made possible only by improved access, and that access depended upon the metamorphosis of the city's waterfront core from mercantile uses to those of heavy industry.



"Interstate Highways 70N and 95, the East-West and Southwest Expressways," *Preliminary Engineering Report*, (Baltimore: Department of Public Works City of Baltimore, 1960)

Few anticipated, of course, the obsolescence of Baltimore's mass transit at the hands of the personal motor vehicle; indeed, the disintegration of the transit system began after the first World War and accellerated only after the Second. Once again, Baltimore — along with every American city — was "ground zero" for a paradigm shift, inspired by the apparent freedom afforded by automobiles.

With this change, individual local ecologies such as Homewoods were rendered essentially irrelevent to the hyper-active expansion which has characterized regional development ever since. One look at a graphic represenation of this car culture reinforces this impression: The East-West Expressways, conceived during the 1950's, threaded through a City which would soon lose its population. Baltimore's role in transit was effectively "bypassed" when the State of Maryland acquired control of the city's busses in 1970. From even before that point, the basic paradigm had inverted. Transit would no longer tie a city together, but rather serve primarily to deliver exurban commuters to specific points of interest at the city's center.



Homewood Campus Parking Map, The Johns Hopkins University, circa 2007

And today, one sometimes gets the impression that Hopkins' Homewood campus has become hostage to the car, as more and more facilities for parking appear to crowd out other improvements on the campus.