

The 'shuttle-work' of places

How commuters weave together new geographies

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The trolley is weaving over the land a finer mesh of steel within the coarser network formed by the steam railway, carrying out by a sort of **village-to-village and house-to-house shuttle-work** the mission instituted by the puffing locomotive — that of substituting among men solidarity for isolation ... making communities and individuals ... **alive to the reality of the larger world, and their parts and relations therein.**

Sylvester Baxter

"The Trolley in Rural Parts" (Harper's, June 1898)

TROLLEY WAYFINDER
BIRDS EYE VIEW
OF
TROLLEY ROUTES
IN
NEW ENGLAND.

NEW ENGLAND STREET RAILWAY CLUB
12 PEARL ST.
BOSTON, MASS.

Published by
Electric Railroads Steam Railroads Parks



PENNSYLVANIA







Alfred T. Palmer (1942), FSA. Library of Congress

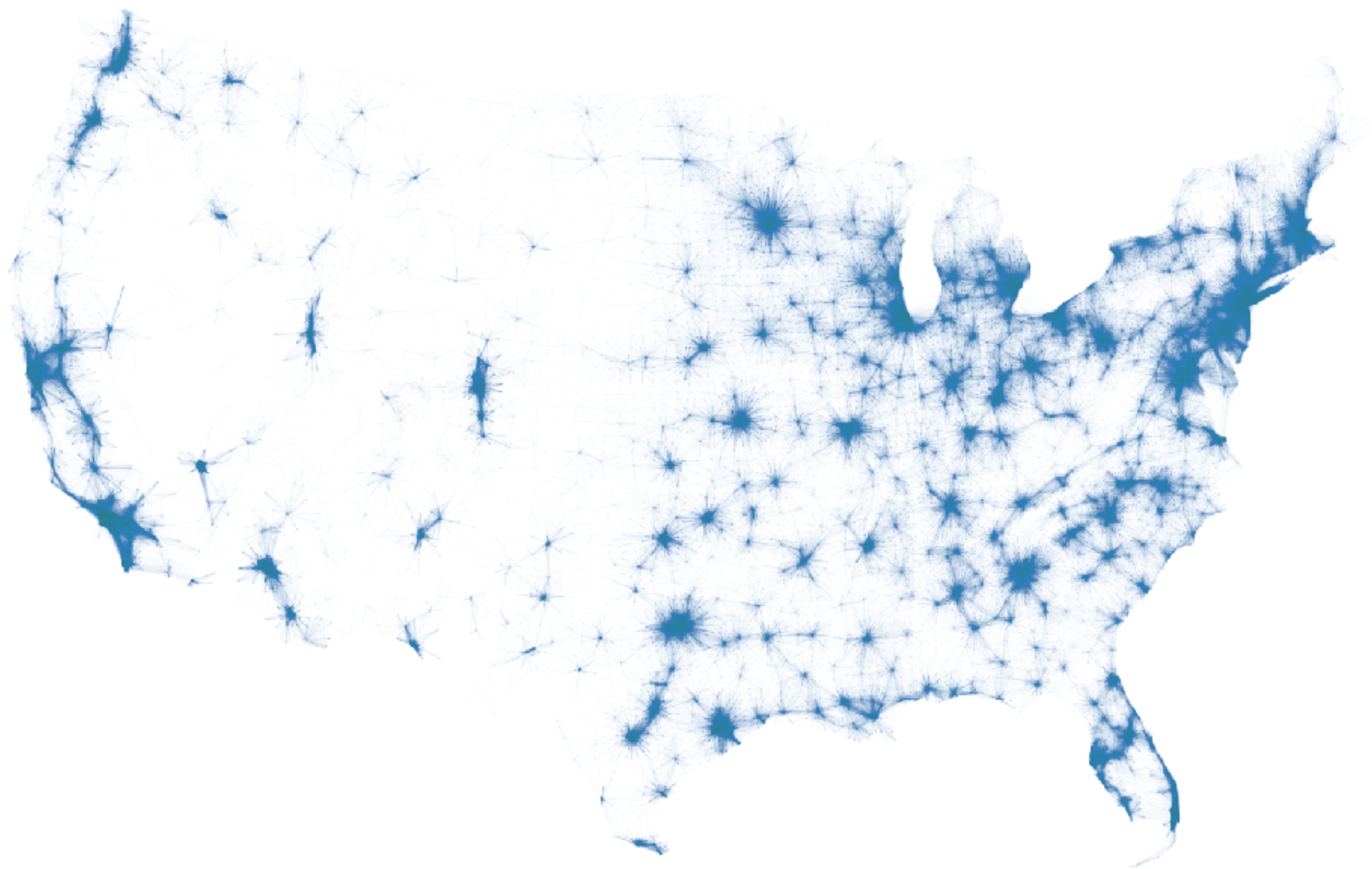
The opposing forces in the geography of regions

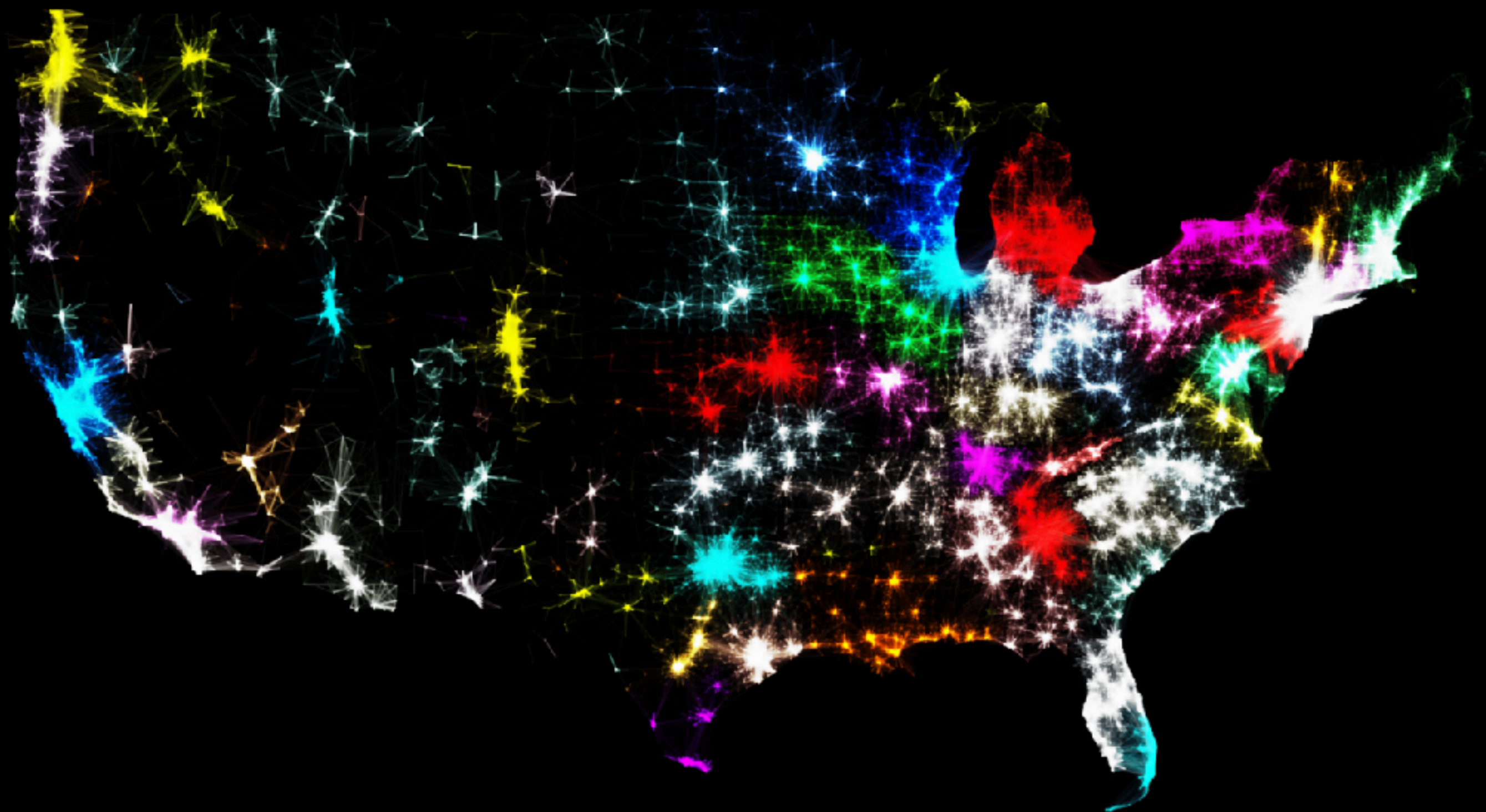
Interconnections

(flows, relationships, links)

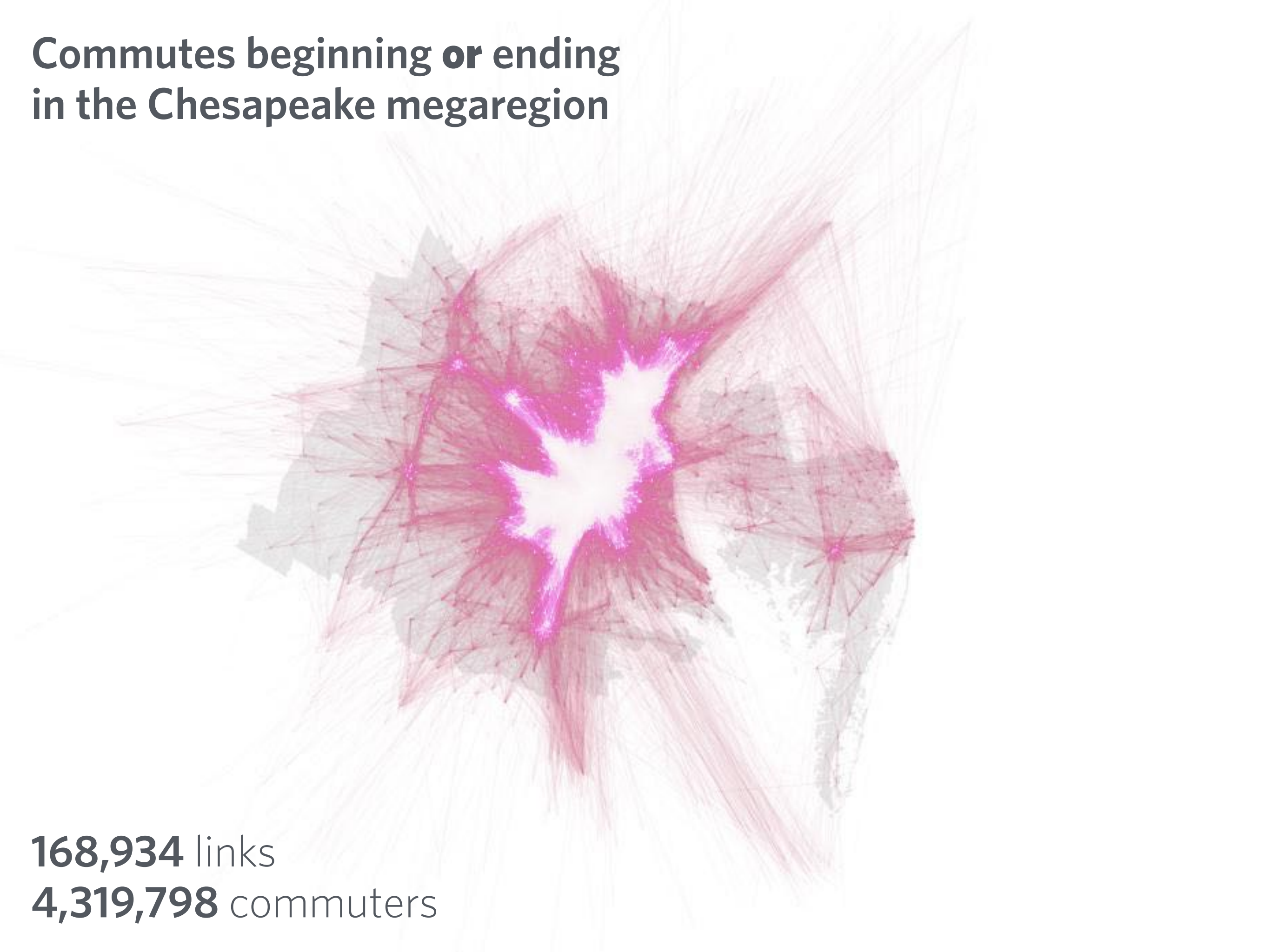
Discontinuities

(groupings, borders, identities)





Commutes beginning **or** ending in the Chesapeake megaregion



168,934 links

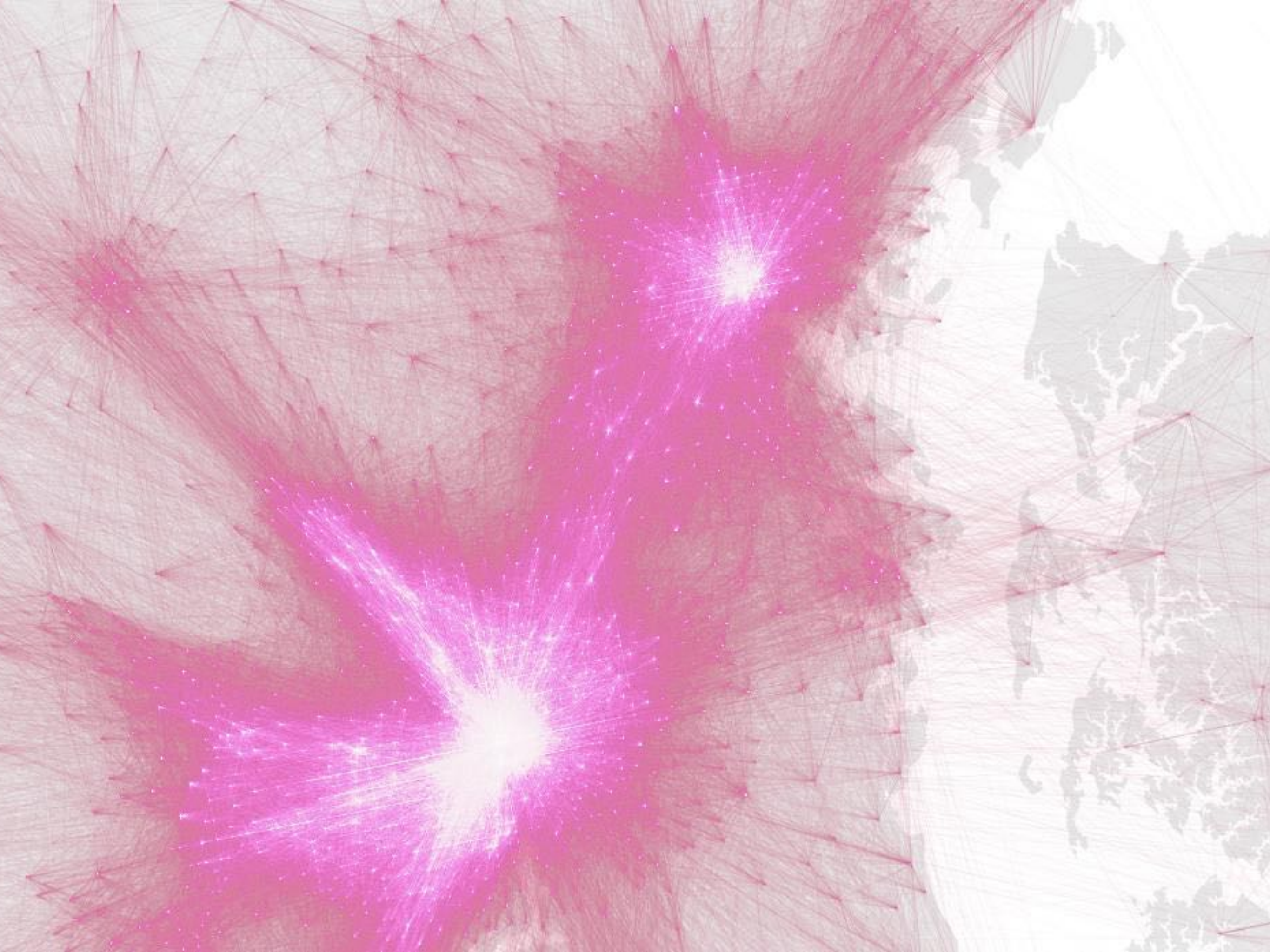
4,319,798 commuters

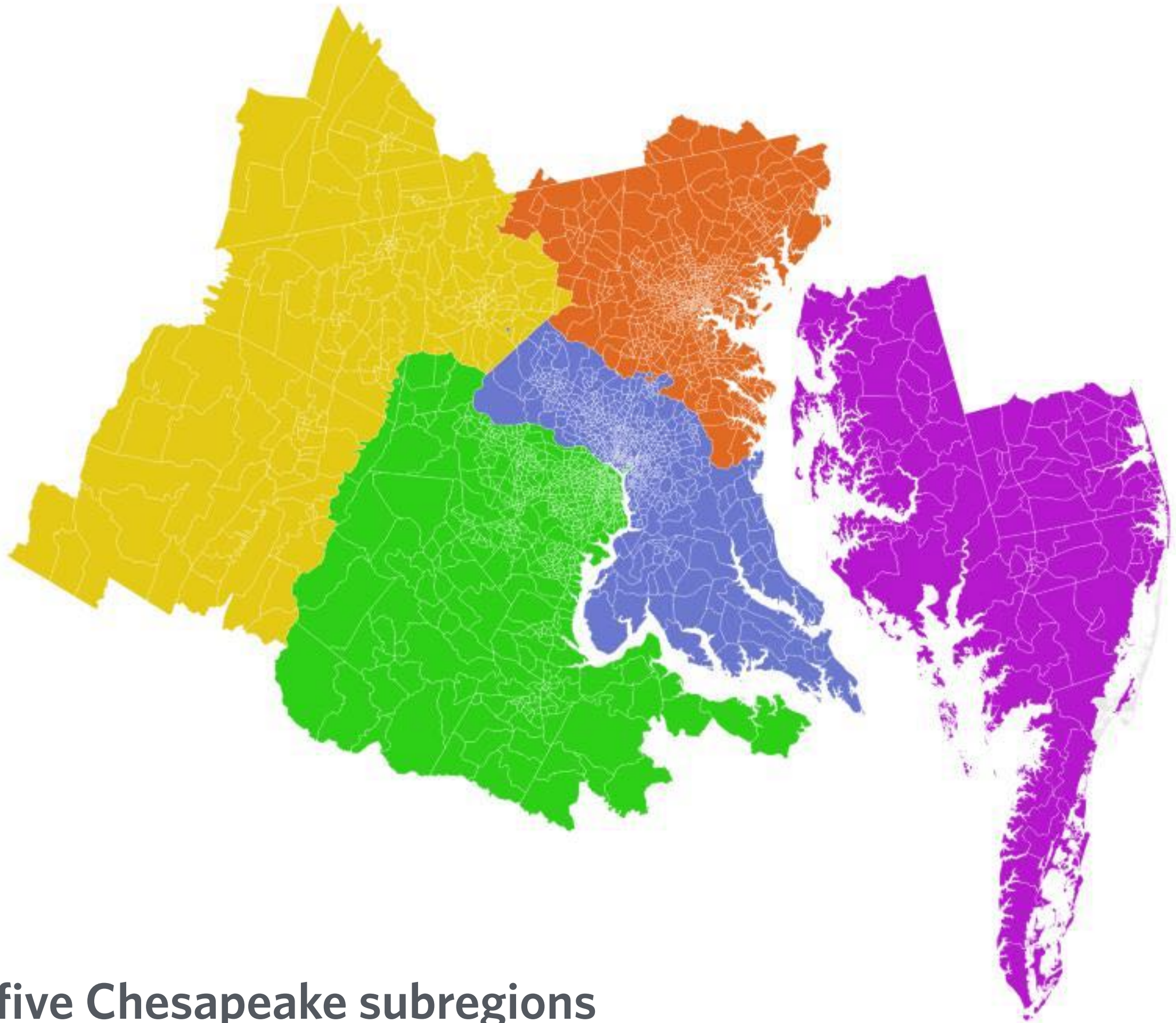
Commutes beginning **and** ending in the Chesapeake megaregion



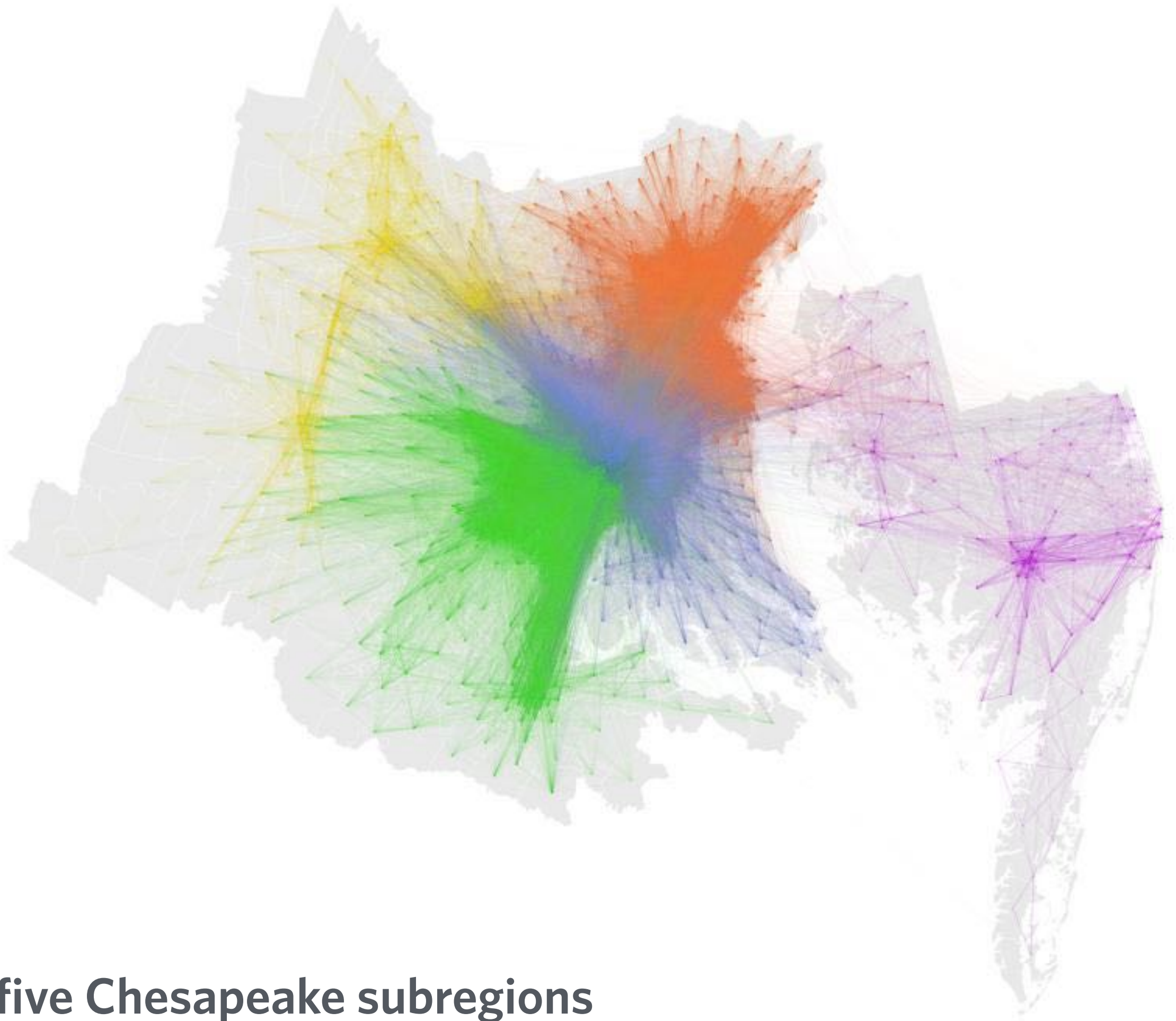
160,497 links

4,185,571 commuters (**96.9%** of total)





The five Chesapeake subregions



The five Chesapeake subregions

While divided by political lines into a large number of cities and towns, socially this district is, to all intents and purposes, **essentially one community**. It must therefore be considered as such when questions presenting themselves arising from the needs developed by the growth of such a community.

Sylvester Baxter

Report of the Board of Metropolitan Park Commissioners (1893)

If individual communities do not perceive themselves as **part of a larger whole** ... local governments are opting for ideology over these new realities.

Robert C. Wood

Eastward Ho: Issues and Options for Regional Development for the Metropolitan Boston Region (1997)

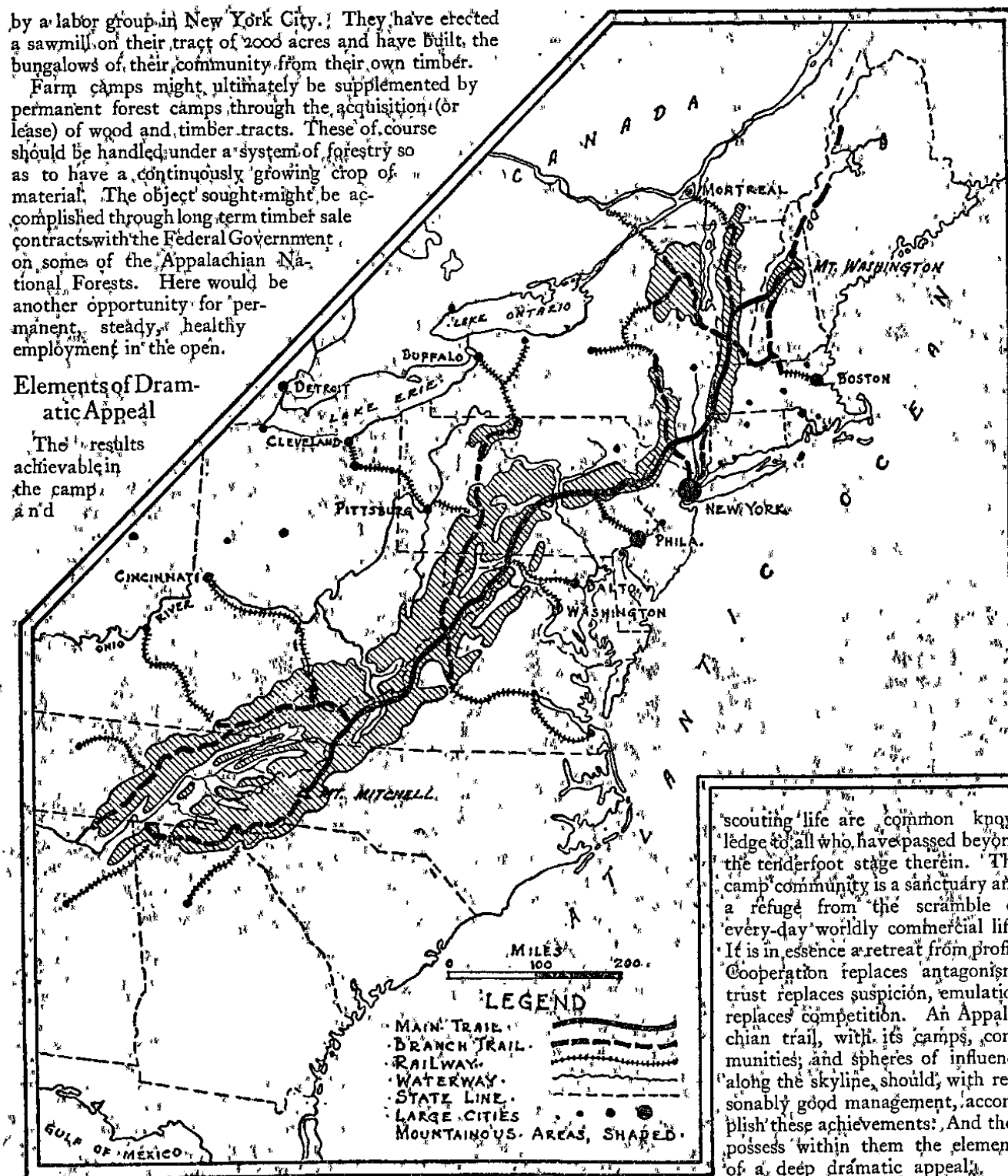
AN APPALACHIAN TRAIL

by a labor group in New York City. They have erected a sawmill on their tract of 2000 acres and have built the bungalows of their community from their own timber.

Farm camps might ultimately be supplemented by permanent forest camps through the acquisition (or lease) of wood and timber tracts. These of course should be handled under a system of forestry so as to have a continuously growing crop of material. The object sought might be accomplished through long term timber sale contracts with the Federal Government on some of the Appalachian National Forests. Here would be another opportunity for permanent, steady, healthy employment in the open.

Elements of Dramatic Appeal

The results
achievable in
the camp
and



scouting life are common knowledge to all who have passed beyond the tenderfoot stage therein. The camp community is a sanctuary and a refuge from the scramble of every-day worldly commercial life. It is in essence a retreat from profit. Cooperation replaces antagonism, trust replaces suspicion, emulation replaces competition. An Appalachian trail, with its camps, communities, and spheres of influence along the skyline, should, with reasonably good management, accomplish these achievements. And they possess within them the elements of a deep dramatic appeal.

SUGGESTED LOCATION OF APPALACHIAN TRAIL

Main line from Mt. Washington to Mt. Mitchell. Large cities are tapped through branch lines and certain railways.

Main line from Mt. Washington to Mt. Mitchell. Large cities are tapped through branch lines and certain railways. Area shown contains more than half the population of the United States and over one third the population of Canada. Cities shown comprise all metropolitan centers over 100,000, relative population being indicated by size of dot. Thirty-six of these centers, including a third of the area's population, are from one to eight hours' ride from the trail system. Centers named are those of more than 400,000.

Centers named are those of more than 400,000.

Benton MacKaye
(*Journal of the AIA, October 1921*)

I would like to give a name to the method of approach employed by the best contemporary architects when they have to solve a specific regional problem — such as a building for the tropics or the West Coast, for India or for South America — whether it is for a house, a government center or a problem in urbanism. This name is the *New Regional Approach*.

Sigfried Giedion
Architectural Record (January 1954)

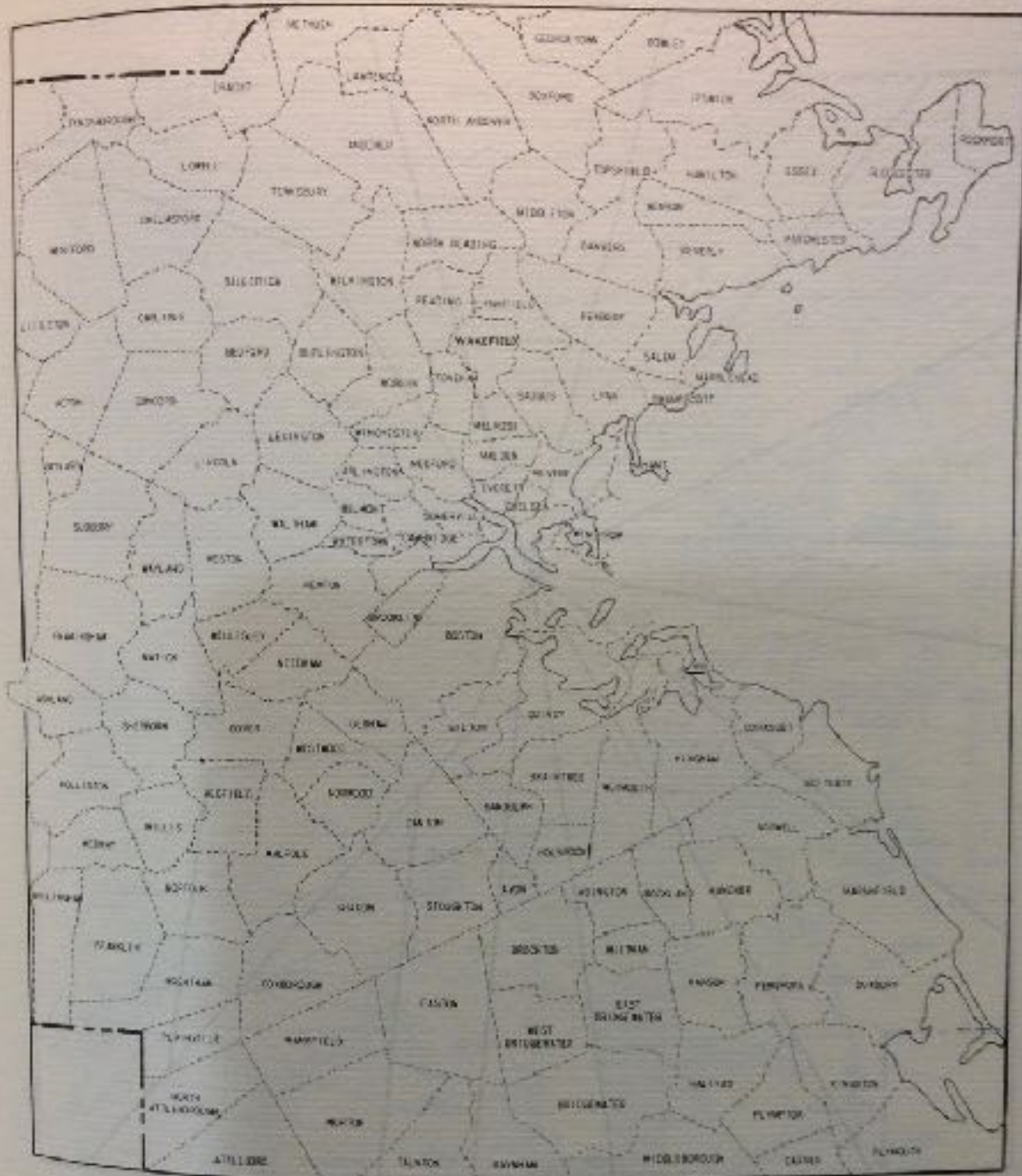
What part of the earth are we talking
about when we refer to
our community?

What do we mean when we say we
(work/live/practice/study)
here?

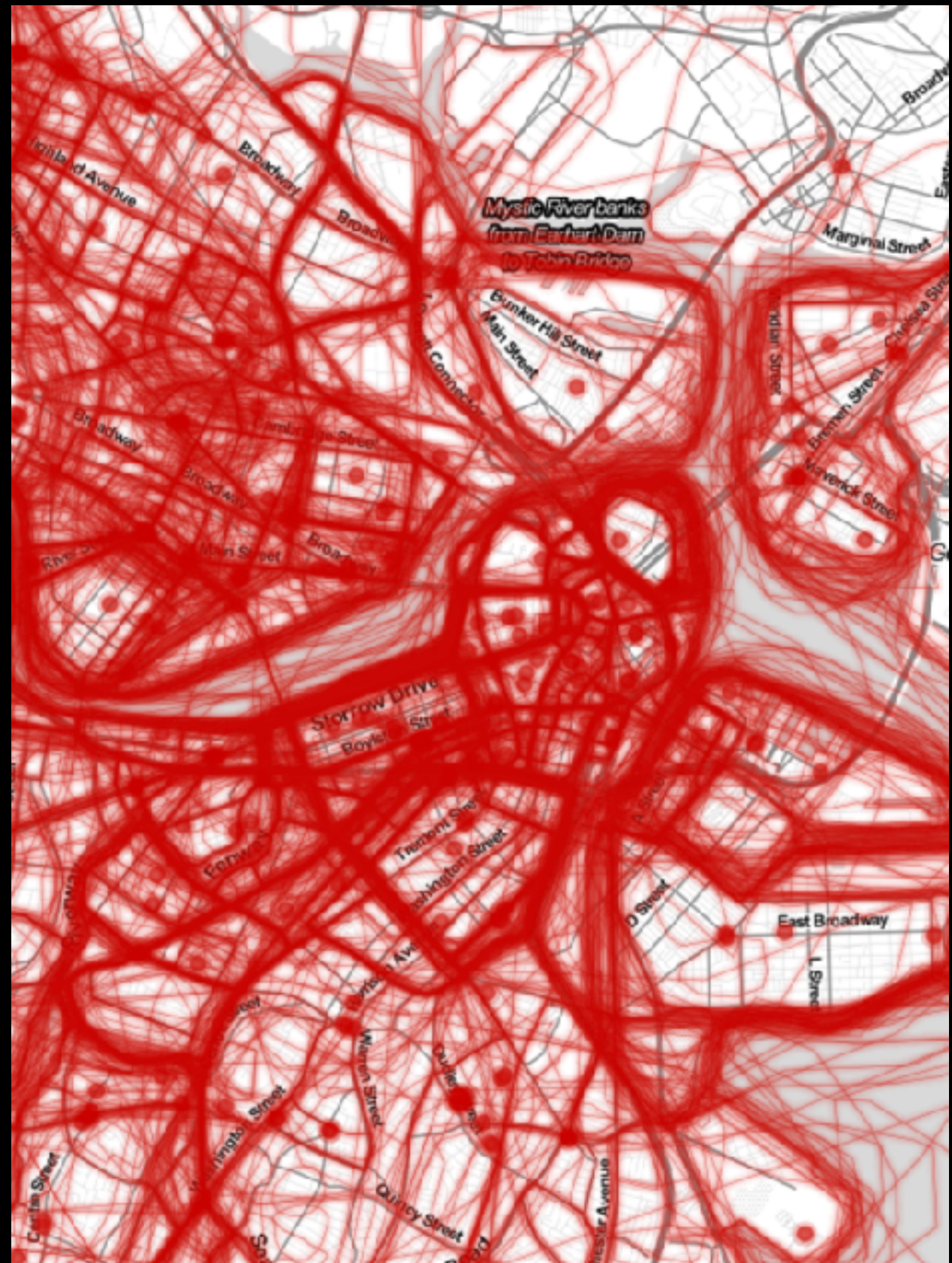
The more thoroughly one is acquainted with the social and geographic facts in any area, the more keenly one becomes aware that **unity and differentiation go hand in hand.**

Lewis Mumford

The Culture of Cities (1938, originally sketched 1926)

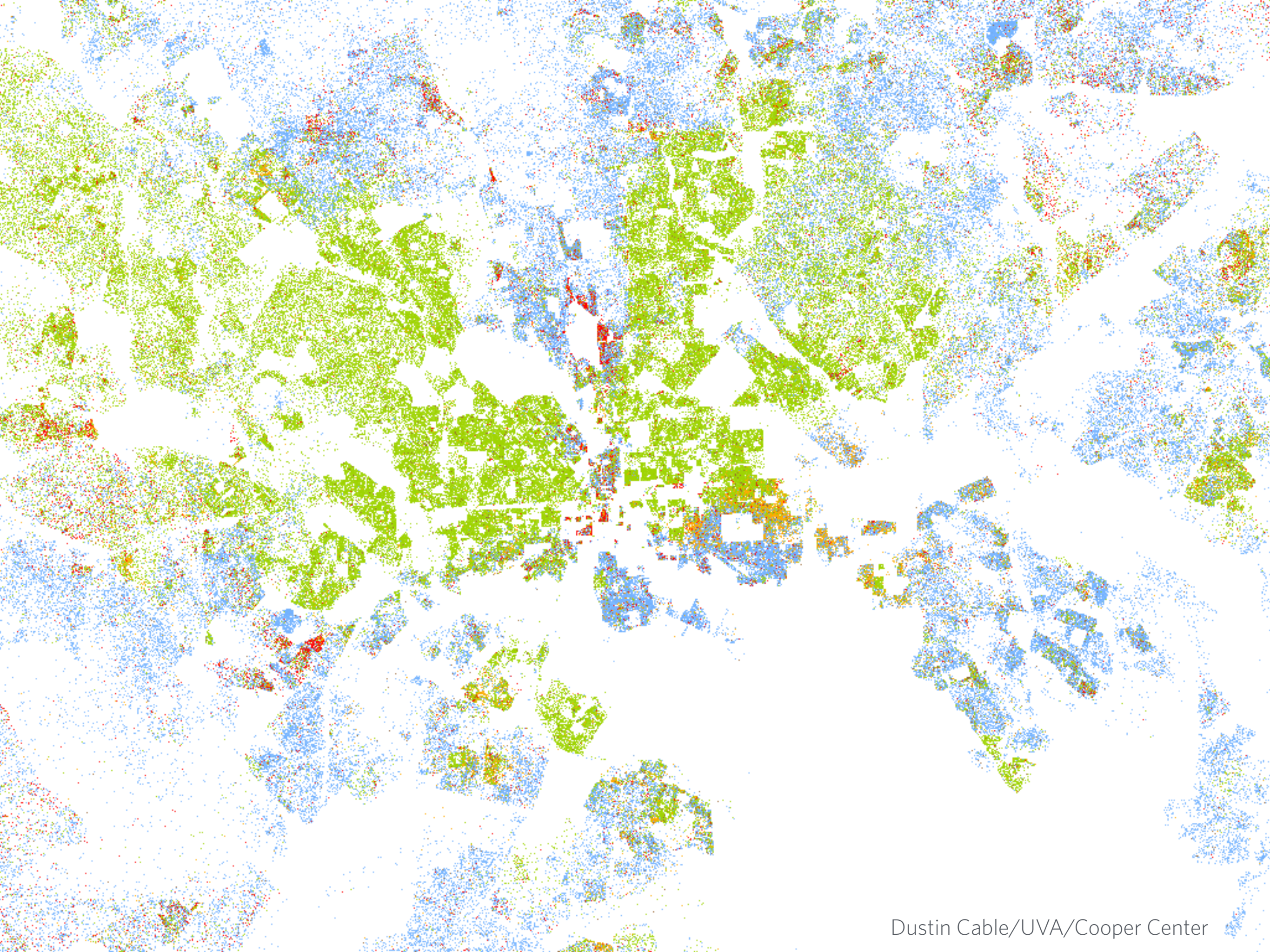


WHAT IS METROPOLITAN BOSTON?
DRAW YOUR OWN!



Bostonography

Beyond the **empirical** and **descriptive** work of “discovering” new kinds of woven-together geographies lies the **political** and **social** work of making people feel as though they belong to new forms of community



Nelson G and Rae A. **An economic geography of the United States: from commutes to megaregions.** *PLoS One* 11(11).

doi:10.1371/journal.pone.0166083

Megaregions map
This slideshow

<http://discovery.dartmouth.edu/megaregions>

<http://people.matinic.us/garrett/slideshows/aia-migration>

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 @en_dash