

9 Dec. 1955 – DAC  
(done before taking walks)

Imaginary Walks & Rides – Central Boston

I. On foot

A. From North Station to South Station: From SW corner of North Station {see drawing in PDF of original} proceed south on the street

which parallels the elevated Artery structure. Dead ahead see Cust. Hse. Tower. Come to Haymarket Sq., a large traffic circle, tangent to Artery, with grass & small nondesc. structures in the middle. Circle to the right and go straight. This street should be {see drawing in PDF of original} Hanover or Salem St. Continue to last large trafficway before the waterfront, crossing under the Artery just beyond Haymkt. Turn right, this being Atlantic Ave., and continue, following heaviest traffic stream, until you come to a large open space, with construction of the Artery extension in process. To the left will appear a massive stone bldg extending 3 or 4 blocks beyond you. On the corner of this bldg., thru 2- or 3-story columns, come into So Station.  
{see drawing in PDF of original}

At Haymkt., could also turn rt. & follow the Artery and then its construction, but am not sure there is a paralleling road all the way to So. Sta.

B. From Music Shell to Customs House Tower. Going NE, leaving the Shell on left (also with Chas. R. on left) skirt the edge of Storrow Drive until you come to a traffic circle, bridge, and overhead the elevated Artery. Make a right turn, paralleling the Artery. As you proceed SE toward North Station, you will begin to see the Cust. Hse. Tower over tops of bldgs. From here on, follow the view of the Tower, paralleling the Artery until you come to State Street. Just before State St., looking up to the right, there is red-brick, gabled roof structure – Faneuil Hall – with a possible view of Dock Sq. & the sculpture in front. At State St. turn right and go about 2 blocks, then turn left. The Tower either faces on State or is just in back of the fronting bldgs. The Tower is weathered limestone, with clock between several upper string courses, and topped with a pyramidal roof. On the opp. side from its State St. face is a square, and a low, neo-Classic structure giving entrance to the Tower.  
{see drawing in PDF of original}

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C. From Mass. Ave & Commonwealth to China Town. From intersection, proceed down Commonwealth, leaving the Mass. Ave. outlook to the river (bridge, vacant of bldgs.) on your left rear and Eliot Lounge on your right rear. Continue on Commonwealth until you come to a large reddish-stone church & tower on the right side of the st. This church stands out in height, lack of residential entrance, and, to some degree, in color, from the uniformity along the street. Turn right here {see drawing in PDF of original} onto Dartmouth. Which is further distinguished by a conc. curb & center lamp-posts from other cross streets of Back Bay. Continue on Dartmouth through Copley Square (large open space with diagonal traffic through it, neo-classic Public Library, white limestone Sh. Plaza Hotel, fantastic reddish-stone church, & shops) and to the 2<sup>D</sup> intersection beyond the lower side of the Square. Turn left here, onto Stuart Street (this intersection may be either just before or just after an overpass of the RR and Back Bay Station). Follow Stuart Street and heaviest, even-traffic flow, passing John Hancock on the left, crossing Tremont and Washington Streets, until you come to the intersections of Harrison, Albany, and several other streets crossing Stuart. Stuart turns generally to the right beyond J Hancock {margin: and changes name to Kneeland} to reach these intersections. Chinatown extends left

and right from these intersections on ~~Stuart~~ Kneeland 2 or 3 blocks each way. The area is identified by its slummy look; mixture of houses, shops, & restaurants; and, most of all, by the tremendous number of signs with Chinese names (some few written in Chinese), mostly advertising Chinese restaurants.

~~D. From Music Shell to Franklin Square. Leaving the Shell~~

D. From Mass. Gen'l Hospital to Franklin Square.

Leaving the hospital to the left rear, follow Storrow Drive (with Chas. River on the right) to a large traffic circle. Go under the stone bridge crossing from the rt. ~~the~~ and take the first left as you circle the ~~square~~ interchange. This is Charles Street. Proceeding along Charles, with Beacon Hill (and its narrow, tree-lined sts. w/ brick facades) rising to your left, ~~go~~ continue to the intersection of Beacon St. Ahead, on left is the Common, to the right, the Public Garden. Turn left at the corner of the Garden. This is Arlington. Follow Arlington in a straight line, past the lower edge of the Garden (Boylston Street), across Boylston, Stuart (plus one intermed. street), and to the intersection of the RR. tracks (passing under Tremont.) From ~~At~~ this point, Arlington

{see drawing in PDF of original}

Sq., ~~turn right onto Tremont St.~~ continue on Arlington, or the street most-nearly a projection of it, one block and then turn right. This is Shawmut Avenue. Proceeding down Shawmut ~~Street~~ Avenue, you are soon in the South End – an area of strong, red-brick-rowhouse character. The side sts. will have strong rhythms of bugged-out bay windows, steps leading-up to first floors, and large street trees. Shawmut itself has flatter bldgs., but of consistent ht. & color. One passes several small squares to left and right. But Franklin Sq., about 10-12 blocks from Arlington & Shawmut, is the first and only very-large open space (opening off to the left of Shawmut). It has a central island of large, interesting trees & grass, bisected by the elevated structure of the Washington St. subway line. Tall 4- or 5-story brick buildings surround the square in continuous planes except that, on the south, beyond, the elevated, are lower buildings and a vaulted-church facade with blue panels.

E. From City Hospital to Old North Church. Leaving the main entrance (on Mass. Ave., between Harrison and Albany Avenues), proceed down ~~Harrison~~ Albany St., leaving the hospital entrance to the left rear. Albany St. is soon characterized by built-up warehouses & apts. on the left and vacant, weedy land

on the right. Beyond the weeds one can occasionally see ~~an~~ suggestions of water, and factories (low bldgs, tall stacks, and smoke) beyond. Following Albany and the heaviest traffic stream, cross a railroad bridge and then a heavy traffic stream going out to the right. Continue as straight as possible until Kneeland Street, where the commercial signs of Chinatown begin to appear. Turn right onto Kneeland and proceed to a long, low structure blocking the path, with "Railway Express" signs on the building directly in front of you. Turn left here, keeping the long structure on the right (you can't turn right because of the train yards). This is South Station, and you're on Atlantic Avenue. At the far end of So. Station turn half-right (avoid full right to Summer), in the middle of large open, paved space, leaving construction work of the new Artery on the left, & continue along Atlantic Ave. Soon the waterfront appears intermittently & quite close on the right. Follow Atlantic and the heavy traffic stream as it curves gradually to the left. Eventually one comes to an area on the left characterized by 2- story greyed-white or grey frame buildings. These are long, low, warehouses, with the ends facing Atlantic. The short intersecting sts. or

proceed to Copley Square and ~~cross it diagonally~~  
~~on Huntington~~. Turning half-right when the Square  
is reached, onto Boylston Street, continue along  
the lower edge of Copley & Boylston until you  
come to the Public Garden. {see drawing in PDF of original} Continue  
on Boylston as it ~~turns~~ curves slightly right, keeping the  
Public Garden on the left. At the first left  
turn, Charles Street, ~~if~~ one must decide between  
2 alternate courses around no. & so. of Beacon  
Hill. My own instinct is to turn left on Chas,  
go to traffic circle, onto Storrow Drive to right,  
to a second traffic circle and another right  
and then to North Station, appearing on my left  
as I reach Causeway. But this route may be  
longer. The other alternative is to continue  
on Boylston, from Boylston and Charles, to  
the intersection of Tremont St. Turning ~~half~~  
left onto Tremont, keeping the Common on the  
left, cross Park St. (at corner of Common, reinforced  
by church), and thence to Scollay Square.  
At Scollay Square, an open space formed by  
the intersection of many sts. (with subway  
entrance in middle), continue as straight as  
possible, {see drawing in PDF of original} avoiding the inclination to  
bend left into Cambridge St.

alleys have leading docks & eaves at 2<sup>D</sup> floor level projecting from the warehouses – lots of trucks and activity in these sts. After the last such view to the left, still on Atlantic Ave., go 4-8 more blocks until seeing a sign for Salem Street. Turn left here and walk until you find, on the left, the Old North Church. This is a brick, Colonial structure, with steeple, and a small bronze plaque giving name and history. Am uncertain whether the Church is on Salem St. or some street one block northeast & generally—parallel to it. Salem St. is identified, further no. & near the Artery, by its tremendous activity of people, produce in the streets & walks, and Italian store names. The area is consistently red-brick, mostly residential with some small shops; facades are flat & severely rectilinear; quite a few gabled roofs; profiles quite varied. Sts. are narrow, winding, intimate.

F. From Symphony Hall to North Station. Leaving Symphony Hall to the left rear, proceed up Huntington Street, which is identified by the view ahead (at its end) of some tower-icicle-like, white-limestone structures. These I associate with Copley ~~Plaza~~ Square, though I never remember seeing them up close. {see drawing in PDF of original}



Going 3 or 4 ~~pl~~ blocks on this projection of Tremont St., you come to Haymarket Sq., a traffic circle with raise Artery just beyond. Go around the circle until {see drawing in PDF of original} coming to a left turn 90° from direction you have been travelling. Going up this street, which parallels the Artery, the proper direction is verified by looking backwards. Here one sees the Customs Hse. Tower, almost in line with the street. Continuing away from the Tower, No. Station is reached at the point where a higher elevated st-car line crosses above the elevated Artery, slightly to the right of your path. The {see drawing in PDF of original} North Station is a large, squat, 3-4 story building, with yellow-semi-glazed brick walls, a number of shop windows between masonry pilasters, and numerous signs saying. "North Station", etc. If one has been accus- ~~over~~ ~~seen~~ to seeing ~~seen~~ Grand Central, in New York, from 42<sup>D</sup> Street, one would know that the station is ~~he was~~ near.