

## **Werk**

**Titel:** The United States with an excursion into Mexico

**Verlag:** Baedeker [u.a.]

**Ort:** Leipzig [u.a.]

**Jahr:** 1899

**Kollektion:** Itineraria

**Werk Id:** PPN242370497

**PURL:** <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG\_0287

**OPAC:** <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

## **Terms and Conditions**

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

## **Contact**

Niedersächsische Staats- und Universitätsbibliothek Göttingen  
Georg-August-Universität Göttingen  
Platz der Göttinger Sieben 1  
37073 Göttingen  
Germany  
Email: [gdz@sub.uni-goettingen.de](mailto:gdz@sub.uni-goettingen.de)

different sections of this circular tour are described elsewhere. From Denver to *Colorado Springs*, *Pueblo*, and (170 M.) *Cuchara Junction*, see B. 94 a; from Cuchara Junction to *Durango*, *Silverton*, and (345 M.) *Ironton*, see p. 471; from Ironton to (8 M.) *Ouray* (stage), see p. 472; from Ouray to (35 M.) *Montrose* and back to (353 M.) *Denver*, see pp 475-467.

FROM DENVER TO LA JUNTA, 181 M., *Atchison*, *Topeka*, and *Santa Fé R. R.* in 6-7 hrs. Through-carriages run by this route to Kansas City, to Chicago, and to Californian and Mexican points — From Denver to (117 M) *Pueblo* this line runs parallel with the Denver & Rio Grande Railway (see B. 94 a), passes the same stations, and enjoys the same scenery — Beyond Pueblo it strikes off towards the S.E — 181 M. *La Junta*, see p. 463.

At Denver the San Francisco line turns sharply to the right and runs to the N., along the *S. Platte River* and parallel with the Rocky Mts., 30-40 M. to the W. (fine views to the left). — From (658 M.) *Brighton* (4970 ft.) a branch-line runs to *Boulder* (see p. 460). — 686 M. *La Salle* (4665 ft.), the junction of a line to *Julesburg* (p. 442); 691 M. *Greeley* (4635 ft.; Oasis Hotel), a thriving town of 2395 inhab., on the *Cache la Poudre River* (line to *Fort Collins*, see p. 460). Considerable quantities of 'alfalfa' or 'lucerne' (a kind of clover) and other crops are grown all along this line on land which is perfectly barren without irrigation.

746 M. *Cheyenne* (6050 ft.), and thence to —

2094 M. *San Francisco*, see p. 442.

### b. Viâ Atchison, Topeka, and Santa Fé Railway.

2118 M. *ATCHISON, TOPEKA, & SANTA FÉ RAILWAY* to (918 M.) *Albuquerque* in 33½ hrs.; *SANTA FÉ PACIFIC R. R.* thence to (818 M.) *Mojave* in 31 hrs.; *SOUTHERN PACIFIC R. R.* thence to (382 M.) *San Francisco* in 15 hrs. (79½ hrs. in all; fare \$50, sleeper \$13). Through-carriages run from Chicago to San Francisco by this route (2577 M.) in 91 hrs. (fare \$ 62 50; sleeper \$ 15.50). A large part of the district traversed is semi-arid, but some points of considerable interest are passed (see below), while the wonderful *Grand Cañon of the Colorado* is most easily reached from *Flagstaff* (p. 465).

*Kansas City*, see p. 452. The line runs to the W., along the S. side of the *Kansas River*, and ascends steadily. At (13 M.) *Holiday* (760 ft.) we are joined by the branch from *Leavenworth* (p. 457). 40 M. *Lawrence* (p. 457). At (67 M.) *Topeka* (885 ft.; see p. 457) we are joined by the branch from *Atchison* (p. 452). We now pass through a prosperous district with many small towns. 93 M. *Burlingame* (1040 ft.); 184 M. *Peabody* (1350 ft.). — 201 M. *Newton* (1440 ft.) is the junction of a line running S. to *Galveston*.

FROM NEWTON TO GALVESTON, 750 M., railway in 30 hrs. — Among the most important intermediate stations are (27 M.) *Wichita* (23,853 inhab.; Carey Hotel, \$ 2-3); 43 M. *Mulvane*; 65 M. *Winfield* (5184 inhab.; St. James, \$ 2); 79 M. *Arkansas City* (1065 ft.; Rail. Restaurant), a flourishing place with 8347 inhabitants. We now cross the *Arkansas River* and enter Indian Territory, a tract of about 21,000 sq. M., set apart for the Indian tribes to the E. of the Mississippi. The chief civilised tribes located here are the *Cherokees*, *Chickasaws*, *Seminoles*, *Creeks*, and *Choctaws*, and these 'Five Nations' enjoy a considerable measure of Home Rule and meet occasionally in an International Council. Most of the Indians in the Territory are engaged in farming, and, when uninterfered with by whites of a low class, are promising and progressive. The Territory contains 220 schools, supported mainly by the tribes named above, and there are numerous churches, public buildings, etc. In 1890 the population was 186,390, including 177,682 members

of the five civilised tribes and 8708 Reservation Indians. — The famous 'Cherokee Strip' extends from Arkansas City to Wharton. To the right is the reservation of the *Nez Percés*.

Beyond (136 M.) *Wharton* we enter the *Oklahoma Territory* (the 'Boomers' Paradise'), formerly part of Indian Territory, but purchased from the Creeks in 1859 and opened to white settlers. It has an area of 39,034 sq. M. and a population of 61,701 whites and 5659 Indians. The rush across the border as soon as the new territory was opened has become historical, tent towns with thousands of inhabitants springing up in a single day (see 'The West from a Car Window', by *Richard Harding Davis*). The greater part of Oklahoma is still occupied by tribes of uncivilised Indians. — 168 M. *Guthrie* (930 ft. *Hotel*), the capital of Oklahoma, is a busy little place (2788 inhab. in 1890, prob. 8000 now). 199 M. *Oklahoma* (4151 inhab.). Near (232 M.) *Purcell* we cross the *Canadian River*. We now pass through the lands of the Chickasaw Nation, crossing the *Washita* two or three times. 268 M. *Washita*. Beyond (325 M.) *Thackerville* we cross the *Red River* and enter *Texas* (p. 519). 339 M. *Gainesville*; 405 M. *Fort Worth* (see p. 524); 432 M. *Cleburne* (*Rail. Restaurant*), the junction of a line to *Dallas* (p. 524). From (493 M.) *McGregor* a line runs to (20 M.) *Waco* ('*Geyser City*'; *McClelland Ho.*), with 14,000 inhab., warm Artesian wells, and a large natatorium. 531 M. *Temple Junction* (*Rail. Restaurant*); 576 M. *Milano*, the junction of a line to *Austin* (p. 521). 608 M. *Somerville*; 684 M. *Rosenberg Junction*; 721 M. *Alvin*. — 750 M. *Galveston*, see p. 522.

211 M. *Halstead* (1385 ft.); 236 M. *Hutchinson* (1525 ft.). We now follow the general course of the *Arkansas River* (left), passing through a good agricultural and cattle-raising district. 276 M. *Ellinwood* (1780 ft.); 333 M. *Kinsley* (2160 ft.). At (369 M.) *Dodge City* (2475 ft.; 1763 inhab.) we change from 'Central' to 'Mountain' time (1 hr. slower; comp. p. xviii). 469 M. *Garden City* (2825 ft.). — Beyond (485 M.) *Coolidge* (3360 ft.) we enter *Colorado* (p. 458). 519 M. *Lamar* (3600 ft.). Farther on the *Rocky Mts.* begin to come into sight in front, to the right. — 571 M. *La Junta* (pron. 'La Hoonta'; 4060 ft.), a place of 1439 inhab., is the junction of the line from *Denver* described at p. 462. *Pike's Peak* (p. 470) is seen to the right. Our line runs towards the S.W. 599 M. *Iron Springs* (4675 ft.). — 652 M. *Trinidad* (5995 ft.; *Southern*, \$ 3-31/2), the industrial and commercial centre of S.E. Colorado, is a thriving city of 5523 inhab., in which the characteristics of old Mexico and young America are inextricably mixed (comp. p. 471).

At (663 M.) *Morley* (6745 ft.) we begin to ascend the *Raton Mts.*, which form a conspicuous feature in the views from *Trinidad*. The gradient is steep. Fine views, especially of the *Spanish Peaks* (p. 471; right). At the top of the pass (7620 ft.) we pass through a long tunnel and enter *New Mexico* (p. 471). The descent is also rapid. 686 M. *Raton* (6620 ft.). The line runs through the central valley of *New Mexico*, about 20 M. wide, which is traversed by the *Rio Grande del Norte* and several other streams, and flanked by mountains 6000-10,000 ft. high. Agriculture is carried on in the side-valleys and plains by careful irrigation, but the greater part of the Territory is better adapted for grazing. — 742 M. *Wagon Mound*. — From (786 M.) *Las Vegas* (6380 ft.; *Harvey Ho*, \$ 3; *Plaza*), an important wool-market with 2385 inhab., on a fork of the *Pecos River*, a branch-line runs to (6 M.) *Las Vegas Hot Springs*

Las Vegas Hot Springs (6770 ft.; \**Montezuma Hotel*, \$3½ 6; *Mountain Ho.*, \$2-2½), about 40 in number, lie on the S.E. slope of the Santa Fé range of the Rocky Mts. and vary in temperature from 75° to 140° Fahr. The water resembles that of the Arkansas Hot Springs (p. 456) and has similar results. It is used both for bathing and drinking. Mud-baths, similar to those of Carlsbad, are also used. Many fine excursions can be made in the vicinity. The mean annual temperature is 57° Fahr. (summer 73°).

Near (830 M.) *Rowe* we see the curious old *Pecos Church* (right), a relic of a Franciscan mission, dating from early in the 17th cent. and abandoned in 1840. Farther on we cross another ridge by the *Glorieta Pass* (7535 ft.) and descend to (851 M.) *Lamy Junction* (6460 ft.; hotel), where the line to (18 M.) *Santa Fé* diverges to the right.

*Santa Fé* (7040 ft.; *Palace Hotel*, \$4; *Clare*, \$3-3½), the capital of New Mexico, is, next to St Augustine (p. 401), the most ancient town in the United States, having been founded by the Spaniards in 1605, while the site was occupied long before this by a village of the Pueblo Indians (p. 1xv). It is in many ways a most quaint and interesting place, with its narrow streets, adobe houses, and curious mingling of American, Mexican, and Indian types. It lies in the centre of an important mining district and carries on a considerable trade. Pop. (1890) 6185. The focus of interest is the *Plaza*, or public square, with a *Soldiers' Monument*. On one side extends the *Governor's Palace*, a long low structure of adobe, which has been the abode of the Spanish, Mexican, and American governors for nearly 300 years. It harbours the *Museum of the New Mexico Historical Society*, containing old Spanish paintings, historical relics, and Indian curiosities. The *Cathedral of San Francisco*, a large stone building with two towers, incorporates parts of the old cathedral, dating from 1622. The *Church of San Miguel*, originally built about the middle of the 17th cent., was destroyed by Indians in 1680 and restored in 1740. Other points of interest are the new (now abandoned) and the old *Fort Marcy*, *San Miguel College*, and the *Ramona Industrial School for Indian Children*. Among the chief modern structures are the *State Capitol* and the *Federal Building*. A visit should be paid to the makers of Mexican silver filigree-work, whose shops are mainly in or near the Plaza. Gen. Lew Wallace wrote 'Ben-Hur' in the Palace, while Governor of New Mexico (1879-80). — About 9 M. to the N.W. of Santa Fé is the interesting pueblo of the *Tesuque Indians*, who visit the city daily, bringing firewood on their 'burros' (donkeys). From Santa Fé to *Española* and *Antomto*, see p. 471.

Near (882 M.) *Thornton* (5245 ft.), on the *Rio Grande*, are the pueblos of *Santo Domingo* (grand festival on Aug. 4th) and *San Felipe*. We now follow the bank of the large and rapid *Río Grande*.

918 M. *Albuquerque* (4930 ft.; *San Felipe Hotel*, \$3; *European*, \$2½-3), with 5518 inhab. and a brisk trade in wool and hides. This is the E. terminus of the *Santa Fé Pacific R. R.* and the connecting-point with the Santa Fé line to *El Paso* and *Mexico*, though the actual point of divergence is 13 M. farther on (see below).

FROM ALBUQUERQUE TO EL PASO, 254 M., railway in 9 10 hrs. Through-sleepers run viâ this route from Kansas City to El Paso, connecting with the Mexican Central Railway (comp. p. 519). — We diverge from the line to California at (13 M.) *Isleta Junction* (see below) and run towards the S. 30 M. *Belen* (4785 ft.). The mezquite (*Prosopis juliflora*) now begins to appear. 75 M. *Socorro*; 86 M. *San Antonio*; 102 M. *San Marcial* (Rail. Restaurant); 141 M. *Engle*. 177 M. *Rincon* (4015 ft.; Rail. Restaurant) is the junction of a line to *Deming* (p. 519). 240 M. *Las Cruces*. — 254 M. *El Paso*, see p. 519.

We now follow the *Santa Fé Pacific R. R.*, from which the line to *El Paso* diverges to the left at (1390 M.) *Isleta* (see above),

leave the Rio Grande, and run towards the W. through a semi-arid and monotonous country, which, however, makes some response to irrigation. The curious-looking *Yucca* is now seen; this and the *Artemisia* are often the only vegetation in the desert, though the foothills are dotted with groves of piñon and cedar. At (985 M.) *Laguna* (5765 ft.) the railway runs through an Indian pueblo, the houses of which are built in terraces two and three stories high.

Visitors to this pueblo find accommodation in the house of one or other of the four or five white families here. The Indians, some of whom have been educated at Carlisle (p. 256) and speak good English, welcome visitors and offer hand made pottery for sale. Their houses are of stone, plastered with adobé, and some of them are entered, with the aid of ladders, through the roofs. The Roman Catholic adobé church is nearly two centuries old. — About 16 M. to the S.W. of Laguna lies *Acoma*, another interesting pueblo, discovered by Coronado in 1540 (carr. there and back \$ 5, for 3 or more pers. \$ 2 each; blankets and light camp-outfit desirable).

Between Laguna and Acoma, 3 M. to the E. of the latter, rising precipitously 430 ft. above the valley, is the so-called *Mesa Encantada*, or 'Enchanted Table-land' (inaccessible except by ladders and ropes). This was scaled by *F. W. Hodge* in 1897 and found to bear evidence of former aboriginal occupancy, thus verifying a tradition of the Acomas that their ancestors lived on the height but were forced to abandon their village after a storm had destroyed the only trail and caused those left on the summit to perish.

Beyond Laguna Mt. *Taylor* or *San Mateo* (11,388 ft.), the loftiest mountain in New Mexico, is seen to the N. (left). Between (1002 M.) *McCarty's* and (1015 M.) *Grant's* the railway follows a stupendous flow of black lava. About 30 M. farther on we pass the Continental Divide (7300 ft.), but there is nothing in the surroundings to suggest that we have reached so high an elevation or are passing from the Atlantic to the Pacific slope. 1055 M. *Dewey*; 1065 M. *Wingate* (6715 ft.), 3 M. from *Fort Wingate*. — 1077 M. *Gallup* (6480 ft.; Rail. Restaurant), with large coal-mines, is the supply station for *Fort Defiance* (stage \$ 2½) and the Agency of the great *Navajo* ('Náhvaho') *Indian Reservation*, which lies at some distance to the N. of the line. Indians may be seen at the railway-stations, selling fine Navajo blankets, silver-work, and other home-made articles.

Gallup is also the usual starting-point for a visit to the famous pueblo of *Zuñi*, which lies about 40 M. to the S. (carr. there and back \$ 10, 2-4 pers. \$ 15).

Beyond (1093 M.) *Manuelito* (6230 ft.) we enter the *Territory of Arizona* (the 'Sunset Land'). — 1132 M. *Navajo-Springs*. — From (1152 M.) *Adamana* a visit may be paid to the extraordinary *Petrified* or *Chalcedony Forests of Arizona*, which lie about 7 M. to the S. (carr. there and back \$ 3. two or more pers. \$ 2½ each). These forests are also visited from (1172 M.) *Holbrook* (5050 ft.), a drive of 26 M. (round trip \$ 5, 2-3 pers. \$ 6, 4-5 pers. \$ 8). The seven *Moki* or *Hopi Villages*, the ancient 'Province of Tusayan', are also visited from Holbrook; the famous 'Snake Dances' occur in the latter half of August. — 1204 M. *Winslow* (4825 ft.; Rail. Restaurant). Farther on we cross a bridge, 540 ft. long and 222 ft. high, spanning the (1230 M.) *Cañon Diablo*.

1263 M. *Flagstaff* (6935 ft.; Bank Ho., \$ 2<sup>1</sup>/<sub>2</sub>) is of importance as the starting-point of the main stage-route to (73 M.) the *Grand Cañon of the Colorado* (see below). To the N. rises *San Francisco Mt.* (12,800 ft.), a fine extinct volcano, surrounded by a district of cinder cones and lava beds, like the Phlegrean Fields of Italy. The *Lowell Observatory* is visible from the train, to the N.W. of the town.

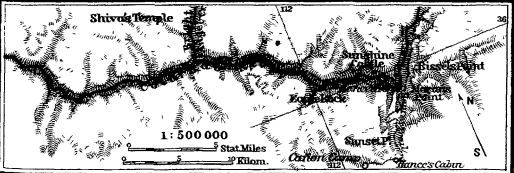
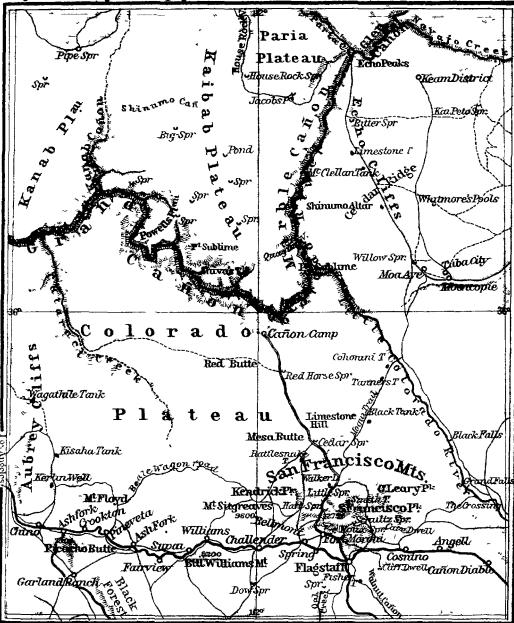
The stage-coaches from *Flagstaff* to the (73 M.) *Grand Cañon* (good road) run tri-weekly (except in winter) in 11 hrs. (return-fare \$ 15). Dinner (50 c.) is provided at a halfway house, and the road ends, near the cañon, at the *Cañon Camp-Hotel* (\$ 3). — The *Grand Cañon of the Colorado*, one of the most stupendous natural wonders of the world, is 250 M. long and 3000-5000 ft. deep. Its walls, which are terraced and carved into a myriad of pinnacles and towers, are tinted with various brilliant colours. Visitors from *Flagstaff* reach it at the deepest part of the whole and obtain a marvellous view into its depths, where the large and foaming river appears as a mere thread. The bottom of the cañon may be reached by a new and fatiguing trail (steady head necessary) beginning 1 M. from the hotel (guide \$ 5; horse or mule \$ 3<sup>1</sup>/<sub>2</sub>, for a ride along the upper edge of the cañon \$ 2<sup>1</sup>/<sub>2</sub>). The cañon was first made specifically known to the world by Major Powell, late Chief of the U. S. Geological Survey, who in 1869 descended it by boat from the Green River (p. 475) to the *Virgin River*, a distance of 1000 M. He believes that the river was running here before the mountains were formed, and that the cañon was formed by the erosion of the water acting simultaneously with the slow upheaval of the rocks. The geological student has unfolded to him in the sides of the cañon all the strata from the carboniferous formations down to the Archæan granite. Travellers should remain some days at the cañon to visit various points on the rim (cliff-dwellings, etc.). Comp. Major J. W. Powell's 'Canyons of the Colorado' (1883) and Capt. Dutton's 'Tertiary History of the Grand Cañon District'. — Visits may also be made from *Flagstaff* to the *Cliff Dwellings* in *Walnut Cañon*, 8 M. to the S.E., and to the *Cave Dwellings*, artificially excavated in the volcanic agglomerate of the *Coconino Butte*, 9 M. to the N.E. Longer trips may be made to (65 M.) *Cataract Cañon* and the (75 M.) *Natural Bridge* (275 ft. high).

To the left of (1297 M.) *Williams* (6725 ft.) rises *Bill Williams Mt.* (9265 ft.), to the right (farther on) *Mt. Floyd*. — Near (1320 M.) *Ash Fork* (Rail. Restaurant) we thread the rocky *Johnson's Cañon*.

FROM ASH FORK TO PHOENIX, 197 M., *Santa Fé, Prescott, & Phoenix Railway* in 9 hrs. — 42 M. *Jerome Junction*, for *Jerome*, with the huge *United Verde Copper Mines*, said to be the largest in the world (annual profit about \$ 10,000,000); 60 M. *Prescott* (5300 ft.), in the midst of a rich mineral region; 126 M. *Congress Junction*, for *Congress*. — 197 M. **PHOENIX**, see p. 518.

At (1347 M.) *Seligman* the time changes to 'Mountain' standard. 1384 M. *Peach Springs* (4760 ft.; Rail. Restaurant) is only 23 M. from the *Grand Cañon of the Colorado* (stages), but the section reached hence is not so imposing as that reached from *Flagstaff* (see above). 1407 M. *Hackberry* (3520 ft.), in a mining district. From (1434 M.) *Kingman* (3300 ft.) stages run daily to (60 M.) *White Hills*, the principal town of a rich mining country to the N. 1458 M. *Yucca* (1775 ft.); 1484 M. *Powell* (420 ft.).

We reach and cross the wide **Colorado River**, by a fine cantilever bridge, 1110 ft. long, at (1497 M.) the **Needles** (480 ft.; Rail. Restaurant), so named from the curious pinnacles of purple porphyry and trachytic granite rising to the left. The train here enters *Calif-*







fornia (p. 449) and runs to the W. across the great **Mojave Desert** ('Mohahvé'), an elevated sandy plateau, interspersed with salt lakes and alkali tracts, with little vegetation except yucca-palms, small piñons (nut-pines, *Pinus monophylla*), junipers, and sage-brush. Mountains are seen to the N., in the distance. 1520 M. *Homer* (2120 ft.); 1545 M. *Edson* (1730 ft.); 1588 M. *Bagdad* (785 ft.; Rail. Restaurant); 1612 M. *Ludlow* (1780 ft.); 1657 M. *Daggett*.

1666 M. **Barstow** (2110 ft.; Rail. Restaurant) is the junction of the *Southern California R. R.* to *San Bernardino, Colton, Pasadena, Los Angeles, and San Diego* (see pp. 500-503). We change here from 'Mountain' to 'Pacific' time (1 hr. slower; comp. p. xviii). — 1676 M. *Hinckley* (2160 ft.). — 1699 M. *Kramer* (2480 ft.).

FROM KRAMER TO JOHANNESBURG, 28 M., *Randsburg Railway* in 1½ hr. — This line opens up an important new mining district, of which *Randsburg* is the principal town.

At (1737 M.) **Mojave** (2750 ft.) we join the *Southern Pacific Railway*. Hence to —

2118 M. **San Francisco**, see pp. 496, 495.

## 94. From Denver to Salt Lake City and Ogden.

### a. Viâ Denver and Rio Grande Railroad.

753 M. RAILWAY in 28 hrs. (fare \$18; sleeper \$5). Through-cars run on this line to *San Francisco viâ Leadville* (see p. 474), but lovers of the picturesque may choose the narrow-gauge route over *Marshall Pass*, uniting with the other line at *Grand Junction* (comp. pp. 473, 474).

The somewhat ambitious title of '*Scenic Line of the World*', adopted by this railway, is much more justified by facts than is usually the case with such assumptions, as the railway actually passes through part of the finest scenery in the United States (comp. also p. 461) and presents some features probably unequalled on any other railway.

*Denver*, see p. 458. The line runs towards the S., parallel with the *Atchison, Topeka, and Santa Fé R. R.* (p. 462). To the right flows the *Platte River*, while in the distance are the fine snowy peaks of the *Rocky Mts.* (comp. p. 458). 25 M. *Sedalia* (5835 ft.); 33 M. *Castle Rock* (6220 ft.), so named from a rock that rises from the plain to the left. *Pike's Peak* (p. 470) may now be seen in front, to the right. — 43 M. *Larkspur* is the station for *Perry Park*, with its fantastic rock formations. To the right, about 8 M. farther on, rises the *Casa Blanca*, a huge white rock 1000 ft. long and 200 ft. high. — 52 M. *Palmer Lake* (7240 ft.; Rail. Restaurant), on the watershed between the *Platte*, flowing N. to the *Missouri*, and the *Arkansas*, flowing S. to the *Mississippi*. *Glen Park* (hotel), '*Colorado's Chautauqua*', lies ½ M. to the S. A new road leads to the S.W. from *Palmer Lake* to (35 M.) *Manitou Park* (Hotel, \$3), another favourite resort (comp. p. 476). — The line traverses cattle and sheep ranches. The snowy mountains re-appear from their temporary concealment behind the foot-hills. — 62 M. *Husted* (6595 ft.). Several fantastic rocks are seen to the left. 67 M. *Edgerton* (6420 ft.) is the nearest station