



The Union Pacific has at least five coal spurs in southern Wyoming and all have one thing in common -- it is hard to tell when they were built. Four are shown on the Southwest map as the same color as the 1869 UP mainline, but their construction dates are uncertain. The fifth is the southern several miles of the US Steel Atlantic City Railroad, which was extended from an earlier coal spur in 1962 and then cut back to the still-active coal spur. Three of the southern Wyoming coal spurs have been abandoned and one (shown here) is active.

The double track and siding to the right is the UP mainline near Point of Rocks, Wyoming, and the bolted track in the foreground is the coal spur to the Bridger coal mine and Jim Bridger Power Plant. The tracks run parallel for about one mile before the spur heads north 3 miles up Deadman Wash to the mine and plant.



A specially built rail truck picks up discarded ties along the UP mainline near Point of Rocks.



The UP spur to the Bridger coal mine. The hills are Tertiary sediments, but the valley of Deadman Wash is underlain by Cretaceous sediments with coal.



The UP spur to the Bridger coal mine. Deadman Wash is the slightly greener low point between the tracks and the cliff in this eastward view.



The coal-burning Jim Bridger Power Plant was built in 1974 on the Bridger coal spur. The coal is transported on a four-mile-long conveyor belt from the Bridger Mine to the plant and on this railroad from the Black Butte Mine.