



The Denver & Rio Grande Western built its Cane Creek Branch in 1963 to provide access to the Cane Creek Potash Mine on the Colorado River near Moab, Utah, between Canyonlands and Arches National Parks. The Cane Creek Branch runs from the D&RGW (1883n) mainline at Crescent Junction, Utah (also known as Brendel) southward 36 miles through the 7,050-foot Bootlegger Tunnel and the deep cut seen here to the Colorado River and the mine. The Southern Pacific acquired the line in the 1980's along with the other D&RGW properties and is now Union Pacific.

Northeastward view of the D&RGW Cane Creek Branch (1963) 7 miles shy of the end of track at the potash mine. The deep cut through solid rock carries the grade down to the Colorado River. The south the entrance to the Bootlegger Tunnel is one mile up the line from here.





Westward view of the Cane Creek Branch at the same location as previous. The Colorado River is in the shadow to the left. The railroad alignment continues a 90 degree curve to parallel this bend of the Colorado River. The Cane Creek Branch parallels the Colorado River from here to the mine. The line runs along the far bank of the river but is not visible at this distance.