

Railroads in Buffalo County

1. Union Pacific transcontinental railroad – built through the county in the summer of 1866.
2. Burlington and Missouri River Railroad – built in 1871. Came across the Platte east of Ft. Kearny (now part of the Ft. Kearny Bike/Hike Trail) and angled northwest to form a junction with the Union Pacific at Kearney. But then the B & M R built a line on west across southern Nebraska from Hastings to Denver which became a main line and ours became a branch.
3. St. Joe & D. C. Railroad – shown on 1876 map of Kearney as being under construction. It appears to come from a more southerly direction into east Kearney and form a junction with the B & M R between what is now Ave C and Ave B before the B & M R joined the UP at about 2nd Ave.
4. Omaha & Republican Valley RR – (1886) This was a Union Pacific line which went north from Grand Island to St. Paul. There it divided with one branch going to Ord and the other to Loup City via Boelus which they proposed to call Howard City. The branch from Boelus (Howard City) west is the one that went into Buffalo County at St. Michel and along the north side of the South Loup River through Poole (Poole Siding) to River View (now Pleasanton). The plan was to run it on up the South Loup through Sartoria, Pilot, Cumro, & Georgetown in Custer County to Callaway but that never happened.
5. Grand Island and Wyoming Central – (1886) A Burlington line from Grand Island to Broken Bow and on northwest, cut through the northeast corner of Buffalo County. The Omaha & Rep. Valley crossed it at about Nantasket southeast of Ravenna.
6. Nebraska Southern – (1888) A subsidiary of the Atchison, Topeka & Santa Fe system was to come to Kearney from the southeast but stopped at Superior.
7. Pacific Railway – (1888) A subsidiary of the Missouri Pacific coming northwest out of Kansas through Hastings but stopped at Prosser.
8. Kearney & Milldale – (1887) A UP branch out of Kearney up the Wood River through Stanley and Armada to Callaway. Obtaining rights-of-way and grading the road bed continued throughout the summer but fizzled out by fall. Although there were rumors off and on during the following summer, no more construction was done.
9. Kearney & Black Hills Railroad – May 1889 five Kearney businessmen formed a corporation, the Kearney and Black Hills Railway Company. Rights to the grading already done up the Wood River were acquired and construction proceeded.

From *Kearney & Black Hills*, a Historic Branch of the Union Pacific, by Francis Gschwind, 1990