BAILEY YARD TIMELINE

Golden Spike Tower
December 3, 1866 – The first train entered what was known as “Hell On Wheels”, a mobile town that followed the construction of the railroad. It wintered in North Platte that year.

January 2, 1867 – Mainline operations into North Platte officially open.

May 10, 1867 – The Golden Spike is driven at Promontory Summit, Utah.

January 14, 1880 – Union Pacific acquires the Kansas Pacific between Kansas City and Denver, and the Denver Pacific between Denver and Cheyenne. Forms the Union Pacific Railway Company.

May 1987 – E.H. Harriman purchased the Union Pacific at an auction in Omaha, Nebraska.

March 1910 – Construction of the second main line started through North Platte.

July 13, 1918 – The American Red Cross-affiliated canteen begins operating out of the North Platte freight house. Operation ceases on September 1, 1919.

November 17, 1919 – The Union Pacific Hotel and Depot burned and was replaced the next year.

1927 – A railroad bridge consisting of 40 spans, each measuring 50 feet, is built over the North Platte River.
• September 30, 1937 – North Platte native son William Jeffers becomes president of the Union Pacific Railroad.

• December 25, 1941 – The North Platte Canteen, located in the passenger depot, begins. The Canteen would go on to serve more than 6 million members of the armed services before closing on April 1, 1946.

• September 1, 1948 – The new $750,000 North Platte Freight Depot opens.

• November 1948 – Opening of the retarder yard at North Platte. The $3.5 million project has a five-mile retarder yard with 31,000 feet of new mainline with about 51 miles of additional yard track with 40 classification tracks in the bowl.

• 1966 to 1970 – The eastbound hump yard and the diesel shop were constructed.

• October 19, 1968 – UP President Edd H. Bailey donates locomotive UP 3977, the Challenger steam locomotive, to the City of North Platte for display at Cody Park.

• October 25, 1968 – the new $12.5 million “Bailey Yard,” an 800-acre site, is christened in honor of UP President Edd Bailey.

• April 1971 – The diesel shop facility opens and at the time is the largest running repair shop in the world.

• October 1973 – The “one spot” car repair facility was opened.
- **November 1973** – The passenger depot was torn down and replaced with a small park.
- **1976** – Centralized Traffic Control (CTC) is installed through North Platte.
- **August 1985** – The UP 6922, the “World’s Largest Diesel Locomotive,” is donated to the City of North Platte.
- **1988 to 1991** – Westbound and eastbound fueling facilities were constructed and a coal yard was expanded.
- **August 1992** – The westbound coal yard was expanded and computer-aided dispatch was installed.
- **May 1994** – The eastbound fuel facility was opened.
- **January 1, 1995** – The Guinness Book of World Records lists Bailey Yard as the world’s largest classification yard.
- **July 1995** – The new westbound fuel facility was opened.
- **March 1996** - Union Pacific & Southern Pacific merger created the nation’s largest rail system.
- **2006** – A third main line is added in North Platte.
- **2010** – UP Plans to invest about $6 million on improvements at Bailey Yard.