

MS 607 UNION PACIFIC STAGE COMPANY RECORDS

1926-1991. 3 boxes + 1 half-box

This collection includes various business records of the Union Pacific Stage Company. The Administration files refer to the organization of the company, personnel matters, issuance of stocks, facilities, leases and changes in service. The collection also documents the efforts of Warren Kendall Miller to restore UP Stage Company Coach No. 1. The collection is organized alphabetically by subject.

PROVENANCE Gift of Warren Kendall Miller, 2003 (387-1642)

HISTORICAL INFORMATION The Union Pacific Stage Company was a little known entity within the vast Union Pacific empire. In 1925, the UP had organized the Utah Parks Company to provide summer tour service from Cedar City to and around Zion and Bryce Canyon National Parks, and later to Grand Canyon. As a way to attract more tourist travel over what was admittedly not a particularly scenic route between Chicago and Los Angeles, the UP conceived the idea of featuring Death Valley National Monument as the focal point of a three-day bus tour, using Utah Parks vehicles. The first season was October 1926 to May 1927. Tour passengers detrained at Crucero and rode the Tonopah & Tidewater to Death Valley Junction (97 miles) and then the gas motor cars of the Death Valley Railroad to Ryan (22 miles). The round trip from Los Angeles took five days, with two days spent in Death Valley.

When the California Railroad Commission would not grant intrastate operating authority to an out-of-state corporation, the UP formed the Union Pacific Stage Co, incorporated February 28, 1927. UP Stage leased buses from the Utah Parks Company.

When a costly branch-line passenger train operating once a day between Los Angeles and East San Pedro was discontinued, UP offered substitute bus service via the Union Pacific Stage Company. Service to the new East Los Angeles station began May 15, 1929.

During World War II service was extended to the Los Angeles Union Passenger Terminal to transport troops from area military bases to connections with Southern Pacific and Santa Fe trains.

UP Stage Company was also incorporated in Nevada and Utah in the 1940s to provide railroad connection service, but both operations were abandoned by 1948.

After several years of declining ridership, A. B. Allen of Allen Transportation and Warren K. Miller resumed regular operations (May 8, 1972) as the American Pacific Stage Company to provide bus connecting service for Amtrak. [Excerpted from Warren K. Miller, "Union Pacific Stage Co.," *Motor Coach Age* (September 1976), p. 4-8.]

BOX LIST**BOX 1**

Accounting Department, 1928-1936

Administration, 1927-1964

Agreement with Amalgamated Transit Union, Division No. 1277, 1970

Articles of Incorporation, 1927

Bus Service for employees of Basic Magnesium, Inc., 1942

By Laws, 1927

By-laws, 1942

BOX 2

Certificate of Public Convenience and Necessity, 1965

Death Valley Tours, 1926-1935

Forms (Blank)

General and miscellaneous, 1935-1953

History, 1928-1976

Interstate Transit Lines, labor relations, 1937-1939

BOX 3

Lease of motor vehicles, 1927-1936

Meetings and minutes, 1927-1936

Meetings and minutes, 1964

Motor coach operations, 1929-1937

Operation of buses in Utah and Nevada, 1942

Railroad Commission of the State of California, 1927-1936

Tariffs, 1955, 1957

Truck tire records, 1981-1983

Union Pacific Stage Coach No. 1, registration information, 1982-1991

Union Pacific Stage Coach No. 1, restoration

BOX 4

Yellow Truck and Coach Manufacturing Company. "Instructions Covering Care and Maintenance for 6 4-1/4 x 5-1/2 Cylinder Engines, 1927 [original + photocopy]

Yellow Truck and Coach Manufacturing Company. Yellow Type "Y" Parlor Coach, not dated [photocopy].

Filing Location: Big Four Building ID 2389