FROM THE BUSINESS CAR

Fellow UPHS Members, it is hard to believe that it is autumn already. It seems like only yesterday since we met for the North Platte convention, and I hope that you all had an enjoyable summer.

The board of directors is working to improve the society’s Internet presence, and a newly designed website should be online by the end of October, hopefully by the time you are reading this newsletter.

An expanded website will help us in several ways. First, it can help us become more cost effective. Due to increased costs this will be the last Second Section that we will print and mail to members. The printing and postage costs of the Second Section are now in the neighborhood of $6,000, and in August the board of directors voted to stop mailing it out. Instead, the Second Section will now be posted to our new website. If you do not have a computer, please contact Bob at the office and we will work to get you a printed copy.

With winter once again around the corner, it is a good time to catch up on reading and I’m pleased to announce a sale on UPHS books at the company store. All of the steam books – except for volumes 5, 37, and 38 – are now on sale for $12 each. Also on sale for just $10 is our bound reprint of Union Pacific’s System Employee Timetables, dated February 29, 1948, which includes the timetables as well as the Special Rules for each division of the Union Pacific system.

In addition to the sale items, also available at the company store are new books from Tom Lee, The M10000 and Other Early Streamliners, 1934-1941, and James L. Ehernberger’s recent book Union Pacific Nebraska Depots: And a Few Other Structures. In addition to depots, Jim provides a wealth of information about station facilities that accompanied the depots, including stock pens, coal sheds, engine houses, and more. Other products available include the new section house tool shed, and we still have the S-40-6 stock cars in stock, as well as many other items.

I encourage you to take a minute in the coming weeks to check out our new website at www.uphs.org, and also visit the company store. Members of the UPHS can receive a 20% discount on all items by registering at the Company Store.

Thank you all for your continued support of the Union Pacific Historical Society. Your support is vital to our success and I look forward to working with you in the coming year.

Respectfully, Larry Tiffany
President, Union Pacific Historical Society
UPHS 2011
FINANCIAL RECAP

ASSETS
Business Operating Account 180,399.00
Book Inventory 280,144.00
Total Assets $460,543.00

LIABILITIES
Equipment Restoration 401.00
Museum Preservation 200.00
Archive Project 25,961.00
Cash Reserve -
Prepaid Membership Dues
For Magazine Subscriptions 40,000.00
Total Liabilities $66,562.00

AMOUNT ASSETS EXCEED LIABILITIES $393,981.00

RECEIPTS
Membership Dues 77,062.00
Streamliner Dealer Sales 11,091.00
Advertising Income 0.00
Company Store 22,566.00
Donations 1,294.00
Streamliner Club Donations 4,200.00
Interest Income 550.00
Total Receipts $116,743.00

EXPENSES
Streamliner Publication 40,410.00
2nd Section Publication 2,238.00
UPHS Calendar 4,514.00
Company Store Expenses 10,255.00
Office Expenses 22,627.00
Credit Card Expenses 1,748.00
Administration Expenses 19,043.00
Board of Directors Expenses 4,542.00
Committee Expenses 117.00
Total Expenses $103,494.00
Net Ordinary Income $13,269.00

OTHER INCOME/EXPENSES
2011 Convention Spokane +3,216.00
Total Other Income $+3,216.00

NET INCOME $16,485.00

The office is still humming with business between new members and company store sales. For those of you concerned about not having the zip plus four labels on your renewals. The current program isn’t set for the added four numbers at this time. The excellent UP M-10000 and other early streamliners book is out and on our web store or available through our office. Also check out the sale on the Locomotive Photo series books. Thanks to all of you I got to see at the convention in North Platte and next year is set for the last week of July in Topeka, Kansas.

Bob Krieger
UPHS Business Manager
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THE SECOND SECTION FALL 2012
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UNION PACIFIC HISTORICAL SOCIETY

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One-eighth page — $40
One-Sixth page 2¼ x 4¾ — $40

All copy must be submitted electronically in JPG, TIF, PDF or EPS format to: the Second Section at streamliner@uphs.org

For quotes on flyer inserts, and other information contact the UPHS Business Manager at: uphs@wyoming.com (307) 635-5197

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THE SECOND SECTION FALL 2012
Southern California was only one corner of the Union Pacific system, but the story of the railroad there is fascinating and surprisingly complex. It began in the 1880s, extended through the San Pedro, Los Angeles & Salt Lake Railroad, jointly owned by Senator W.A. Clark and Union Pacific under E.H. Harriman, continued under the name Los Angeles & Salt Lake, until eventual absorption into the Union Pacific system. The story extends through the 20th century to the Southern Pacific merger of 1996, with some details, such as the Alameda Corridor, down to the present day.

Part of this fascinating story is the relationships with the other three major railroads in the Los Angeles area, Southern Pacific, Santa Fe and Pacific Electric. Those relations varied between cooperation and vigorous hostility, with each of the railroads taking turns at the opposite extreme from the others at different times.

An important part of the story is Union Pacific’s tenancy of Terminal Island, initially to serve the traffic of the ports of Los Angeles and Long Beach, and later to benefit from the vast Wilmington Oil Field, something unimagined when the Los Angeles Terminal Railway was acquiring title to the property in 1890.

The book is lavishly illustrated. About 560 photographs, most previously unpublished, enrich this book, in addition to 100 graphics of different kinds, many in color, and 60 maps. Thoroughly researched in company records, this is an authoritative, well-illustrated and complete history of Union Pacific in Southern California. It presents much information and many details about the location, construction and operation of many individual track segments and facilities throughout the Los Angeles Basin.

Author Jeff Asay was a Union Pacific attorney prior to retirement and has had access to many company materials in preparing this history. His two previous books are *Union Pacific Northwest* and *Track and Time: a History of the Western Pacific Railroad*.

496 pages, 562 photos, 100 graphics, 60 maps, bibliography, index. **Price: $80**
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