

4. Depot officers, their assistants, passenger directors and trainmen, when on duty, must direct passengers to their proper trains.

5. Conductors will see that toilet doors are closed and locked when trains are on Passenger Station grounds.

When invalid chair, stretcher, or any special service is required to handle passengers from inbound trains, conductors must give advance notice to stationmaster, by wire, to avoid delay or misunderstanding. Trainmen or Pullman Company employes will not permit passengers to enter cars without first ascertaining that they have proper transportation reading to station where the train is scheduled to stop. Passenger coaches must be opened thirty minutes before leaving time.

No person, except employes on duty, will be permitted on rear platform of train, backing in or out of the Passenger Station.

Trains must not leave station until they receive proper signal from stationmaster or passenger director.

6. All employes are required, when on duty, to wear the uniform and badges prescribed by stationmaster. No employe will be allowed to absent himself from duty without permission from stationmaster or head of department in which he is employed.

7. No person shall be permitted to solicit passengers or traffic in the Passenger Station building, and no one will be allowed to solicit for passengers or baggage on the Passenger Station grounds except in such places as are now provided for by the City Ordinances, and railroad regulations.

8. No placards, cards, notices or advertisements of any kind shall be placed on the walls of the station building.

9. Any irregularities must be reported to stationmaster without delay.

10. Civil and gentlemanly deportment is required of all employes in their dealings with passengers, the public and each other. Rudeness or incivility will not be excused. Every employe is required to answer inquiries properly and to aid passengers and others transacting business with the Union Pacific Railroad Company in every reasonable manner. Employes must not enter into altercation with any person. If any question should arise, make note of fact and report to stationmaster.

11. Mail, baggage and express trucks, when not in use, must be kept out of passenger yards. When in use and necessary to stand in passenger yards, they must be kept securely fastened with safety device while standing and must be placed near center of platform.

12. The refuse or sweepings from dining cars, private cars or coaches must not be deposited on Passenger Station grounds.

All persons are strictly prohibited from jumping on or off moving trains, cars or engines.



SALT LAKE CITY, UTAH
PASSENGER STATION
TIME-TABLE
No. 59

Effective
SEPTEMBER 15, 1957

C. C. LARKIN,
Superintendent

J. D. HOUSER,
Stationmaster

Rules and Regulations

1. The stationmaster is charged with the proper conduct of Passenger Station affairs and will be responsible for prompt transfer of baggage, mail and express. All employes at Passenger Station will report to heads of their respective departments.

2. The yardmaster will have absolute control in directing the movement of trains entering and leaving the Passenger Station.

3. Passenger directors will locate train and track and direct passengers to the proper train. Open outgoing gate thirty minutes before leaving time, or at such time as train is open for receiving passengers. When train starts, close gate for that train and do not permit passengers to run for trains, avoiding hazard of accident.

On arrival of passenger trains, open large gate, north exit, allowing passengers direct exit to front of station, buses and taxicabs.

UNION PACIFIC RAILROAD COMPANY

No. 59

PASSENGER STATION TIME-TABLE

No. 59

SALT LAKE CITY, UTAH, SEPTEMBER 15, 1957

FROM THE EAST	ARRIVE	FOR THE EAST	DEPART
No. 5— PASSENGER From Chicago and East, Omaha, Cheyenne, Green River, Ogden	8:20 am	No. 10— CITY OF ST. LOUIS For Ogden, Green River, Denver, Kan- sas City, St. Louis	5:25 am
No. 107— CHALLENGER—DOMELINER From Chicago and East, Omaha, Cheyenne	7:40 pm	No. 108— CHALLENGER—DOMELINER For Cheyenne, Omaha, Chicago, and East	8:15 am
No. 103— DOMELINER—City of Los Angeles From New York, Chicago, Omaha, Cheyenne	7:40 pm	No. 104— DOMELINER—City of Los Angeles For Cheyenne, Omaha, Chicago, New York	8:15 am
No. 9— CITY OF ST. LOUIS From St. Louis, Kansas City, Denver, Green River, Ogden	10:05 pm	No. 6— PASSENGER For Ogden, Green River, Cheyenne, Omaha, Chicago, and East	6:45 pm

FROM THE SOUTHWEST

No. 10— CITY OF ST. LOUIS From Los Angeles, Riverside, Las Vegas, Lund, Cedar City	5:05 am
No. 108— CHALLENGER—DOMELINER From Los Angeles, Riverside, Las Vegas	8:05 am
No. 104— DOMELINER—City of Los Angeles From Los Angeles, Riverside, Las Vegas	8:05 am
No. 6— PASSENGER From Los Angeles, Riverside, Las Vegas, Lund, Cedar City	6:00 pm
No. 306— LOCAL From Lynndyl, Provo	12:15 am

FOR THE SOUTHWEST

No. 5— PASSENGER For Lund, Cedar City, Las Vegas, Riverside, Los Angeles	9:30 am
No. 107— CHALLENGER—DOMELINER For Las Vegas, Riverside, Los Angeles	7:50 pm
No. 103— DOMELINER—City of Los Angeles For Las Vegas, Riverside, Los Angeles	7:50 pm
No. 9— CITY OF ST. LOUIS For Lund, Cedar City, Las Vegas, Riverside, Los Angeles	10:25 pm
No. 305— LOCAL For Provo, Lynndyl	2:00 am

FROM THE NORTHWEST

No. 36— BUTTE SPECIAL From Butte, Idaho Falls, Victor, Ashton, Buhl, Twin Falls, Poca- tello, Ogden, San Francisco	8:20 am
No. 34— NORTHWEST SPECIAL From Spokane, Seattle, Portland, Boise, Sun Valley, Pocatello, Ogden	10:05 pm

FOR THE NORTHWEST

No. 33— NORTHWEST SPECIAL For Ogden, Pocatello, Sun Valley, Boise, Portland, Seattle, Spokane	5:25 am
No. 35— BUTTE SPECIAL For Ogden, Pocatello, Idaho Falls, Ashton, Victor, Butte, Twin Falls, Buhl, San Francisco	6:45 pm