

**RULE 455 VERBAL AUTHORIZATION
BY FOREMAN AND ENGINEER'S
ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location.

The following words will be used by foreman in properly identifying himself:

"Foreman (name) using Track Bulletin No. _____
Line No. _____ between MP _____ and MP _____."

In granting verbal authority for movement through limits of Track Bulletin Form B., the following alternatives will be used by foreman:

- (1) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

" (train) may pass red flag located at MP _____ (or enter limits) without stopping".

Train may pass red flag, or enter limits without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (2) To authorize a train or engine to proceed at a speed other than restricted speed, the following will be added:

" (train) may proceed through the limits at _____ MPH (or at "maximum authorized speed.") Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (3) To require train or engine to move at restricted speed, but less than 20 MPH, the following will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary "until reaching MP _____.")

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (1), (2), or (3) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train must not enter the limits until verbal authority is received from employee in charge as prescribed by example (1) above.

SPEED TABLE

Time Per Mile			Miles Per Hour	Time Per Mile			Miles Per Hour
Min.	Sec.	Min.		Sec.			
1	—	60.0	2	—	30.0		
1	12	50.0	2	05	28.8		
1	20	45.0	2	10	27.7		
1	30	40.0	2	15	26.7		
1	42	35.3	2	30	24.0		
1	44	34.6	2	45	21.8		
1	46	34.0	3	—	20.0		
1	48	33.3	3	30	17.1		
1	50	32.7	4	—	15.0		
1	52	32.1	5	—	12.0		
1	54	31.6	6	—	10.0		
1	56	31.0	12	—	5.0		
1	58	30.5					

The
**Grand Canyon
Railway**

TIMETABLE No.

4

To take effect on Friday
February 1, 1991
at 12:01 a.m.

Mountain Standard Time



For the information
of employees only.

GRAND CANYON RAILWAY

Max L. Biegert, Chairman
Chief Executive Officer

L. Marshal Bryant
President, Chief Operating Officer

John H. James
Vice President, Construction and Track

Robert Crossman
Vice President, Railroad Operating & Mechanical

TELEPHONES

EMERGENCY NUMBERS

AMBULANCE	911
AMBULANCE, Eddingfield, WMS	602-635-2233
FIRE	911
FIRE DEPT. GRAND CANYON	602-638-2555
FIRE DEPT. WILLIAMS	602-635-4421
FIRE Dispatcher, Forest Svc.	602-635-2601
MEDICAL CENTER, G.C.	602-638-2551
MEDICAL CENTER, Williams	602-635-4441
MEDICAL CENTER, Flagstaff	602-779-3366
N.P.S. Dispatcher, Ranger, GC	602-638-7804
	602-638-7805
POISON CONTROL	800-352-3792
POLICE, Williams	602-635-4461
POLICE, D.P.S. Flagstaff	602-526-1922
POLICE, D.P.S. Duty Officer	602-223-2212
RESCUE, D.P.S. Air Helicopter	800-247-6337
	602-774-2011
SHERIFF, Coconino Co. Williams	602-635-4487
Flagstaff	800-338-7888

GRAND CANYON RAILWAY:

Car Shop	602-635-2424
Dispatcher	602-635-9369
General Offices	602-635-4000
Grand Canyon Depot	602-638-2471
Gift Shop, Williams Depot	602-635-2367
Locomotive Shop	602-635-4081
Passenger Hospitality	602-635-2915
Reservations	800-843-8724
Snack Shop, Williams Depot	602-635-4271
Ticket Office, Williams Depot	602-635-4253
Trainmaster's Office	602-635-2924
Vehicle Maintenance	602-635-4133

**ETERNAL VIGILANCE IS THE PRICE OF SAFETY—
KEEP YOUR EYES AND EARS OPEN**

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PHONE LOCATIONS ALONG RIGHT OF WAY

MP DIRECTIONS:

- 4.5 West on Prong Horn Ranch Road 1.3 miles to Airport. Public phone located on outside wall of old Club House.
- 5.4 West 0.3 mile to Prong Horn Ranch, private phone.
- 8.0 To Espee Road, private houses across Hwy. 64 on east side of track.
- 9.0 Public phone outside of Red Lake Store.
- 20.0 East along pole line across Hwy. 64 to private phone, approximately 2 miles.
- 25.0 East approximately 2 miles to Hwy. 64. At highway mile marker 209.7 is a private house (former Mobile station).
- 29.0 Ranch houses on both sides of track, private phones.
- 40.6 West 10 miles along pole line, private house.
- 52.0 East 2 miles to Grand Canyon Airport, public phone.

SOUTH WARD 3 Depart P.M.	TIME TABLE NO.4 February 1, 1991		MILE POST	NORTH WARD 2 Arrive P.M.
	FACILITIES	STATIONS		
4:00	W TY	GRAND CANYON 6.5	63.7	12:01
4:22		COCONINO 5.2	57.2	11:33
4:37	A	APEX 2.0	52.0	11:16
---		HOPI 5.1	50.0	---
4:53		ANITA 1.1	44.9	10:59
---		WOODIN 6.1	43.8	---
5:07	S	WILLAHA 8.7	37.7	10:46
5:23		VALLE 8.5	29.0	10:30
5:38		QUIVERO 4.7	20.5	10:15
---		BLY 6.8	15.8	---
6:00		RED LAKE 1.25	9.0	9:55
---		PITT 7.75	7.75	---
6:30	BT YW	WILLIAMS	0.00	9:30
P.M. Arrive				A.M. Depart

Trains 2, and 3 operate when authorized by track warrant. When so authorized, trains must assume schedule in time table and not leave before times shown. At sidings time applies at last siding switch. Where there is no siding, time applies at station sign.

Passenger trains should turn on wye and back into stations at Grand Canyon and Williams.

Yard Limits: Williams MPO .0 to MP 1.3.

Yard Limits: Grand Canyon, end of track to MP 62.7.

Track Warrant Control (Rule 400) in effect on the Grand Canyon Railway.

Distance from MP 0.0 Williams Depot to MP 1 is 8160 feet.

Explanation of Characters:

- A - Auxiliary Track
- B - General Orders, Circular, Notices
- S - Siding
- T - Turning facility
- W - Water
- Y - Yard Limits

FIRE HAZARD RATINGS

Grand Canyon Railway operates through U.S. Forest land between MP 1.3 and MP 4.5 and between MP 45.1 and MP 59.9, and in National Park Service land between MP 59.9 and Grand Canyon. Within these limits, when the Fire Hazard Rating is C, D, or Red Flag the use of fuses or torpedos will be used only when absolutely necessary and if used the Dispatcher must be informed as soon as possible of the time and location. Train and Maintenance of Way crews will be notified if Fire Hazard Rating is C, D, or Red Flag by the Dispatcher. Fire Hazard Rating may be given on a Track Bulletin Form A, or Track Warrant Box 17. If given on Track Warrant, it will remain in effect throughout the tour of duty exactly as if conveyed on a Track Bulletin under Rule 452. It is not necessary to advise crews when Fire Hazard rating is A or B unless it is to advise them of a change from C, D, or Red Flag.

SPEED REGULATIONS AND RESTRICTIONS

Speeds apply to all moves and in both directions throughout the entire speed restriction.

	MPH
Maximum speed on Grand Canyon Railway	40
Williams Depot to MP .55 (Yard Limits)	10
MP .55 to MP 1.3 (Yard Limits)	20
MP 1.3 to MP 4.2	30
MP 4.2 to MP 11.6	35
MP 11.6 to MP 11.9	25
MP 34.3 to MP 36.7	25
MP 46.2 to MP 53.6	30
MP 53.6 to MP 57.8	20
MP 57.8 to MP 62.7	25
MP 62.7 to G. C. Depot (Yard Limits)	10
Williams: Tracks 1 & 2 Locomotive Shop	5
Williams: All Wye Tracks and Auxiliary tracks	10
G. C.: All Wye Tracks and Auxiliary Tracks	10
While diverging through switches	10

EQUIPMENT SPEED RESTRICTIONS:

Engines 18 and 29	35
GP-7 Diesel Engines	40
Trains handling Snow Plows or Jordan Spreader in service	20
Trains handling Snow Plows or Jordan Spreader not in service	30
Trains handling machinery of rotary or swinging type, such as Cranes or Derricks, etc. moving on own wheels: On Tangents	30
On Curves	20

**YOU HAVE THE RIGHT
AND THE OBLIGATION
TO WORK SAFELY**

**TIMETABLE INSTRUCTIONS FOR STATIONS
WILLIAMS**

- 26 Tracks No. 1 and 2 at the Locomotive Shop are Engine Servicing Track areas as defined under Rule 26 and no moves over these tracks may be made without the proper Foreman's or Supervisor's permission.
- 103 When shoving cars across road crossings at Grand Canyon Boulevard and Rodeo Road, between sunset and sunrise, or when visibility is poor, crossing must be flagged with a lighted fusee.
- 103(B) Trains must not cross Grand Canyon Boulevard while trains are approaching on adjacent track.
- 103(R) Close clearance exists in the Locomotive Shop beside Track No. 2 (Crane support - East side of track).
- 104(A) North Wye Switch may be left lined for North Wye Track.
South Wye Switch may be left lined for South Wye Track.
- 104(L) To operate the derail located East of 7th Street the key must be obtained from the Dispatcher.

WILLAHA

- 104(L) Permanent derails installed on both ends of siding Willaha must be left lined and locked in derail position. Watch your footing. Siding length-1300 Ft.

APEX

- 104(L) Auxiliary track at Apex is equipped with permanent derail which must be left lined and locked in derail position.

GRAND CANYON

- 103 When shoving cars across Mule Barn Road crossing between sunset and sunrise, or when visibility is poor, crossing must be flagged with a lighted fusee.
- 103(L) Cars left at Grand Canyon Depot must have all hand brakes applied and wheels blocked.
- 104(A) Position of switches is as listed:
The North Wye Switch must be left lined for the North Wye track when cars are left unattached to a locomotive or if a locomotive is left unattended on the Depot Tracks.
The Tail Wye Switch must be left lined for the North Wye Track when equipment is left on the Tail Track or Maswik Siding.
South Wye Switch may be left lined for movement on the South Wye Track.
- 104(L) Derail on Depot Siding must be left lined and locked in derail position.
- 909 All trains will conduct an Initial Terminal Air Brake Test before departing Grand Canyon.
- 919 Trains making back up moves within Grand Canyon Yard Limits must use a tail hose with a whistle, if practicable. Sound whistle at all crossings and when people are present near track.

SPECIAL INSTRUCTIONS

The General Code of Operating Rules, effective October 29, 1989 is in effect on the Grand Canyon Railway, except as supplemented or amended herein and as follows:

DEFINITIONS: Restricted Speed

A speed that will permit stopping within one-half the range of vision short of train, engine, railroad car, stop signal, men or machines fouling tracks, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

- E Grand Canyon Railway Accident/Incident Rail-Highway Grade Crossing Report must be filled out for all train accidents regardless how slight the injury or equipment damage.
- H The use of tobacco by train service employees or station employees on duty, while in the presence of patrons, is prohibited. Smoking is prohibited on engines, cars and railroad property where danger of fire therefrom exists and where designated by officers in charge.
- J Train crews will inform Dispatcher when reporting for duty if not fully rested.
- I Standard Clock locations are:

Dispatcher's Office in Williams Depot
Williams Locomotive Shop

In the absence of a Standard Clock the time may be checked with radio station WWV or WWVH. The correct time on Standard Clocks is the responsibility of the Shop Superintendent at the Locomotive Shop and Train Dispatcher at the Dispatcher's Office.

Track Bulletins in effect in Williams Yard Limits will be posted in Williams Engine House when Dispatcher not on duty. Circulars, General Orders and Crew Registers are at Williams Engine House, Williams Car Shop and Dispatcher's Office.

- Q The following abbreviations may be used in accordance with Rule Q:
FRM = Foreman GC = Grand Canyon
LV = Leave OT = On time
TC = Track Car WMS = Williams

HAND SIGNALS:

- | | | |
|-----|---|---------------------------|
| 8 | MANNER OF USING | INDICATION |
| (d) | Extended Horizontally | Reduce Speed |
| (e) | Swung Horizontally
at the waist | Apply Air Brakes |
| (f) | Held at Arms Length
above the head | Release Air Brakes |
- 10(B) When a red flag is found in a coupler or between the rails on a track that is protected by a Blue Flag (Rule 26) it indicates an immovable piece of equipment and no moves past the red flag may be made without the Mechanical Foreman's authorization.
 - 10(E) Permanent Speed Signs will be posted one mile in advance of permanent speed restrictions.
 - 15 When double heading whistle signal o o - indicates second engine is to take charge of Train Air Brakes. - o may be used as a warning at bridges, tunnels or for livestock and people on track.

- 26 On diesels the Reverser lever must be removed and placed in charge of the employee performing such work; on steam engines the Throttle must be locked, the Reverser Lever centered and the cylinder cocks opened.
- 99 When necessary to provide protection against trains in accordance with Rule 99 the minimum flagging distance is one half mile.
- 103(D) Whenever Automatic Crossing Devices are cut out the Dispatcher must be notified as soon as possible. The Dispatcher must be notified when Automatic Crossing Devices are returned to service.
- 103(M) Kicking or Dropping of equipment will only be allowed when absolutely necessary.
- 103(N) No cars containing Hazardous Materials will be handled on the Grand Canyon Railway.
- 104(J) The Dispatcher and Trainmaster must be notified when a switch is run through. If Dispatcher is not on duty, a Track Supervisor or Track Foreman must be notified and a written report made to Dispatcher.
- 105 All moves on other than Main Track must be made at Restricted Speed.

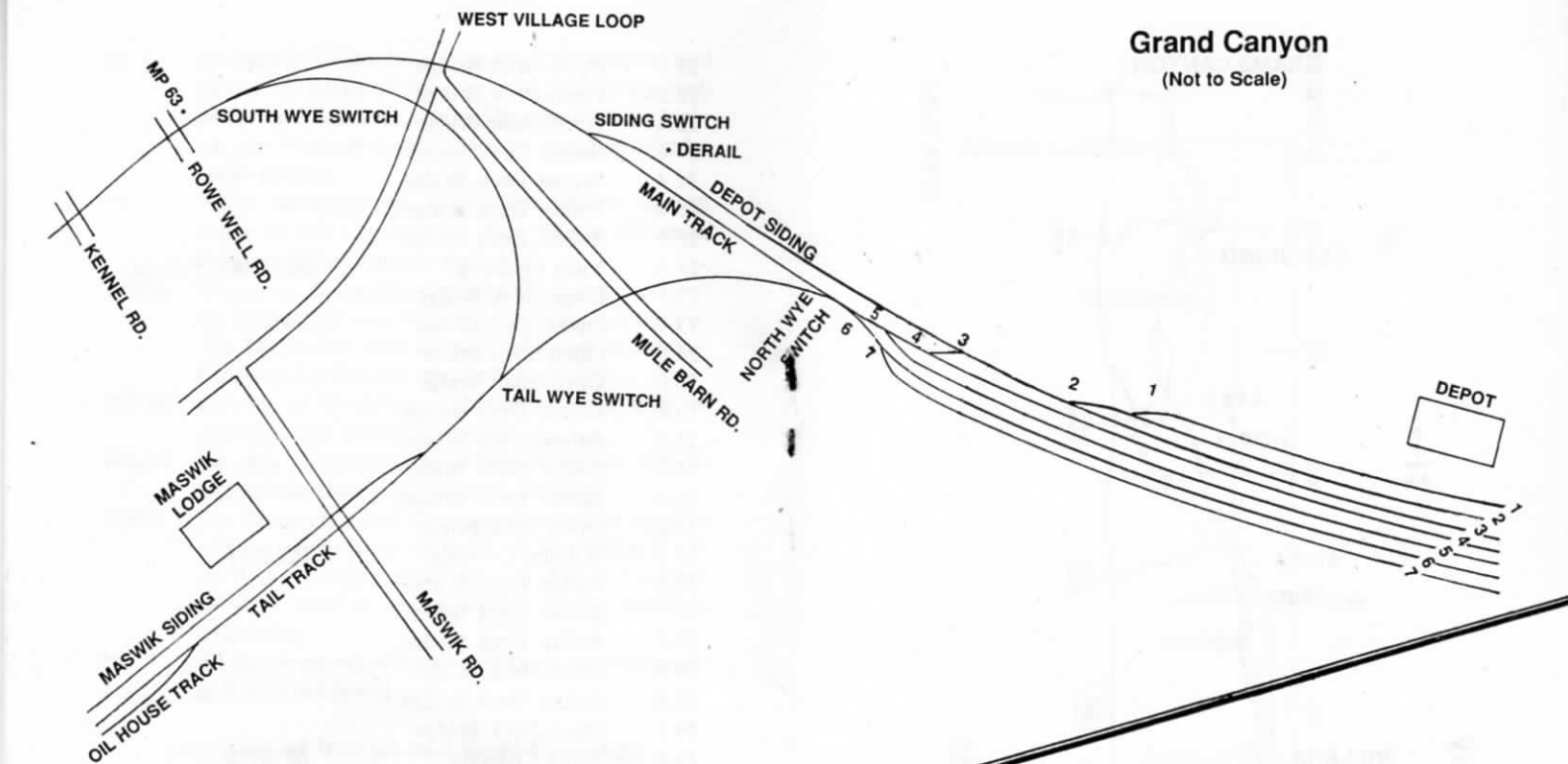
Locations of Bridges and Road Crossings:

MP	Crossing or Bridge	DOT Number
0.05	Grand Canyon Blvd.	025302Y
0.29	Ballast Deck Bridge	
0.55	Rodeo Raod	025960W
0.68	I-40 OH Bridge	
0.74	Shop Crossing	Private
1.1	Open Deck Bridge	
3.2	El Paso Gas Crossing	025961D (Private)
4.0	Open Deck Bridge	
4.4	Ballast Deck Bridge	
4.5	Prong Horn Ranch Rd.	025962K
4.6	Open Deck Bridge	
5.5	Open Deck Bridge	
6.1	Ballast Deck Bridge	
8.3	Espee Road	025963S
8.7	Open Deck Bridge	
9.8	Ballast Deck Bridge	
11.0	Open Deck Bridge	
13.1	Private Crossing	025965F
13.1	Open Deck Bridge	
14.1	Open Deck Bridge	
14.5	Open Deck Bridge	
15.4	Ballast Deck Bridge	
15.8	Open Deck Bridge	
16.9	Open Deck Bridge	
17.2	Open Deck Bridge	
17.6	Open Deck Bridge	
18.93	Ballast Deck Bridge	
19.2	Coal Slurry Road	025967U (Private)
20.8	Open Deck Bridge	
21.1	Open Deck Bridge	
21.3	Open Deck Bridge	

21.8	Open Deck Bridge	
22.2	Open Deck Bridge	
22.4	Open Deck Bridge	
23.6	Ballast Deck Bridge	
24.4	Ballast Deck Bridge	
25.4	Ballast Deck Bridge	
25.9	Ballast Deck Bridge	
28.9	Valle Crossing	025970C (Private)
33.1	Open Deck Bridge	
33.8	Open Span Bridge	
34.9	Open Span Bridge	
35.0	Open Span Bridge	
35.2	Ballast Deck Bridge	
35.5	Ballast Deck Bridge	
35.6	Ballast Deck Bridge	
36.0	Ballast Deck Bridge	
37.2	Open Deck Bridge	
37.8	Willaha Crossing	025971J
38.1	Ballast Deck Bridge	
38.7	Ballast Deck Bridge	
39.7	Ballast Deck Bridge	
39.9	Open Deck Bridge	
43.8	Ballast Deck Bridge	
44.1	Open Deck Bridge	
44.8	Anita Crossing	025972R
52.3	Apex Crossing	025973X
54.0	Ballast Deck Bridge	
54.1	Ballast Deck Bridge	
54.3	Open Deck Bridge	
55.1	Ballast Deck Bridge	
55.2	Ballast Deck Bridge	
56.6	Ballast Deck Bridge	
56.8	Ballast Deck Bridge	
56.9	Ballast Deck Bridge	
57.1	Ballast Deck Bridge	
57.5	Ballast Deck Bridge	
58.9	Coconino Crossing	025975L
61.0	Public Crossing	025976T
61.0	Ballast Deck Bridge	
61.5	Public Crossing	025977A
61.7	Ballast Deck Bridge	
62.7	Kennel Crossing	027978G
63.0	Rowe Well Crossing	025979N
63.2	Ballast Deck Bridge	
63.3	West Village Loop	025980H
63.5	Pedestrian Crossing	025983D
	Wye Tail Track at Grand Canyon:	
0.23	Maswick Crossing	025981P
403	Track Warrants may be copied or relayed only by employees qualified on Operating Rules.	
408	Trains operating on Track Warrant Line 2 or 3 authority must report by the following locations: Williams YL, Red Lake, Quivero, Valle, Willaha, Anita, Apex, Coconino, Grand Canyon YL, and other locations as instructed. Passenger trains will report to Dispatcher departure and arrival times at Williams Depot and Grand Canyon Depot.	
410	When reporting "clear of the limits" on a Track Warrant to the Dispatcher, the location where cleared must also be given.	

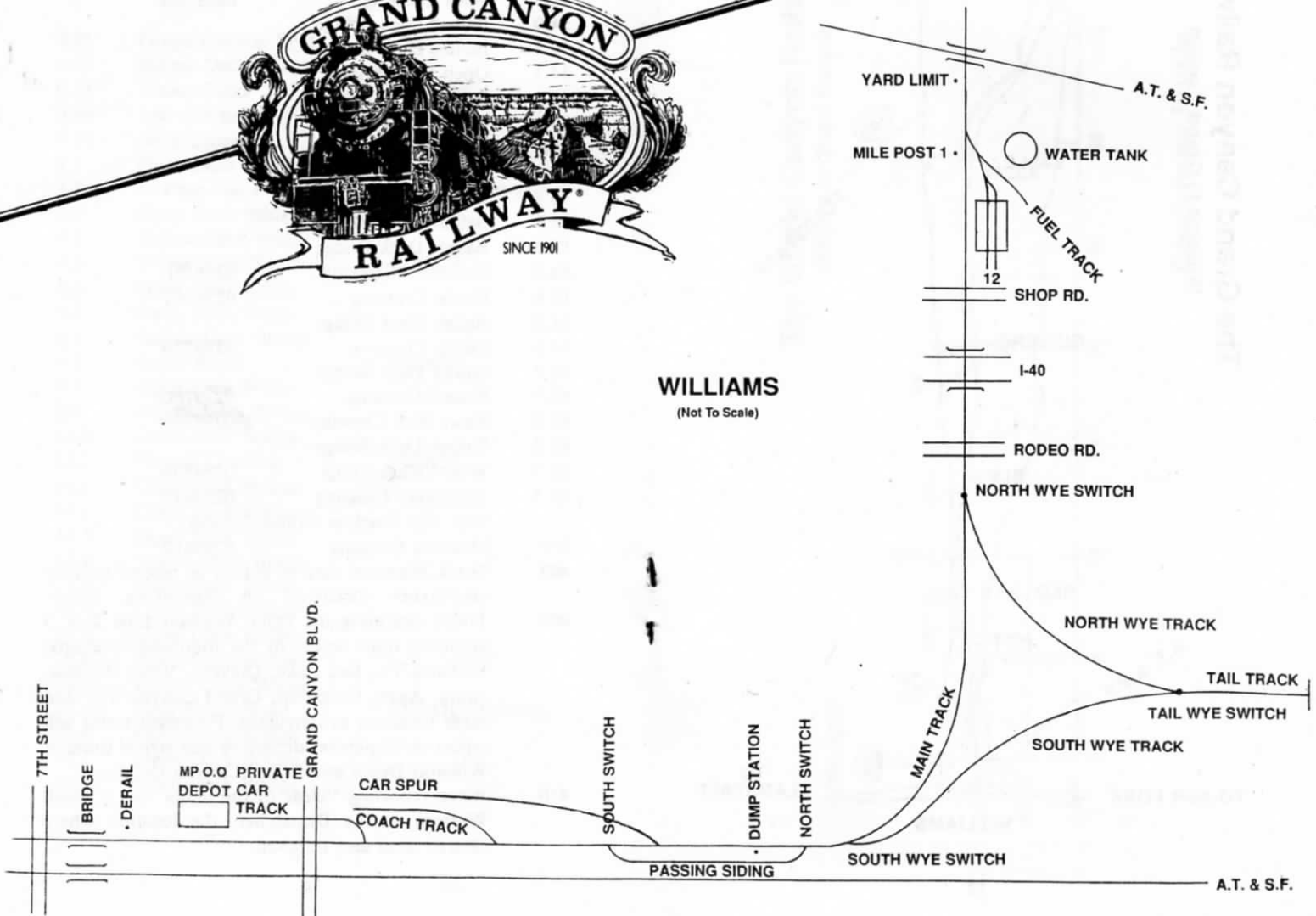
Grand Canyon

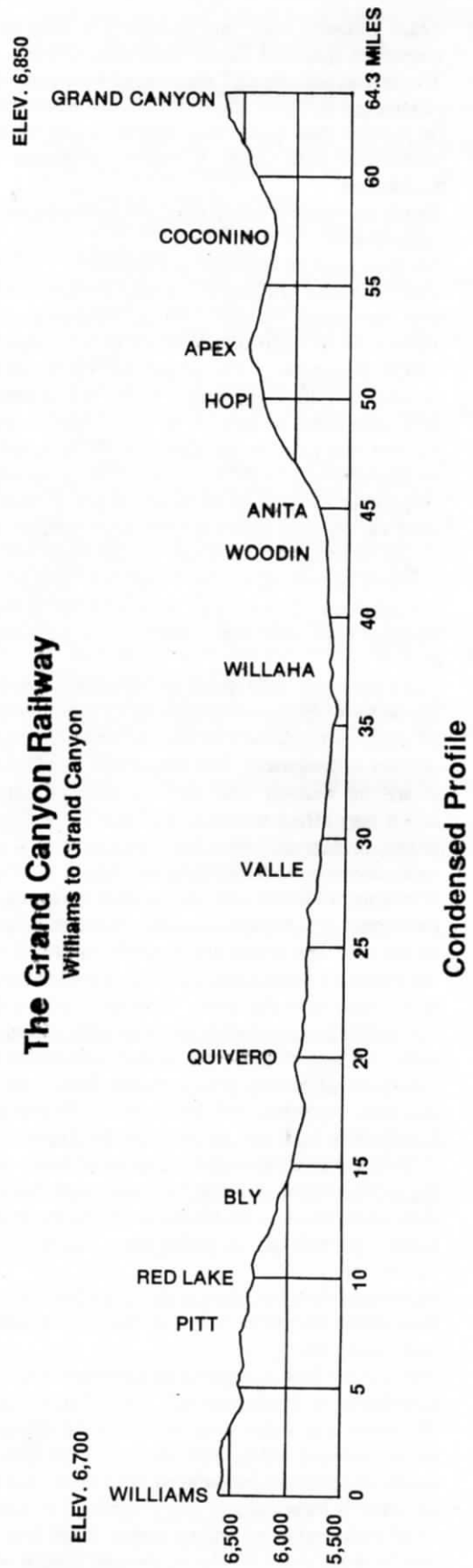
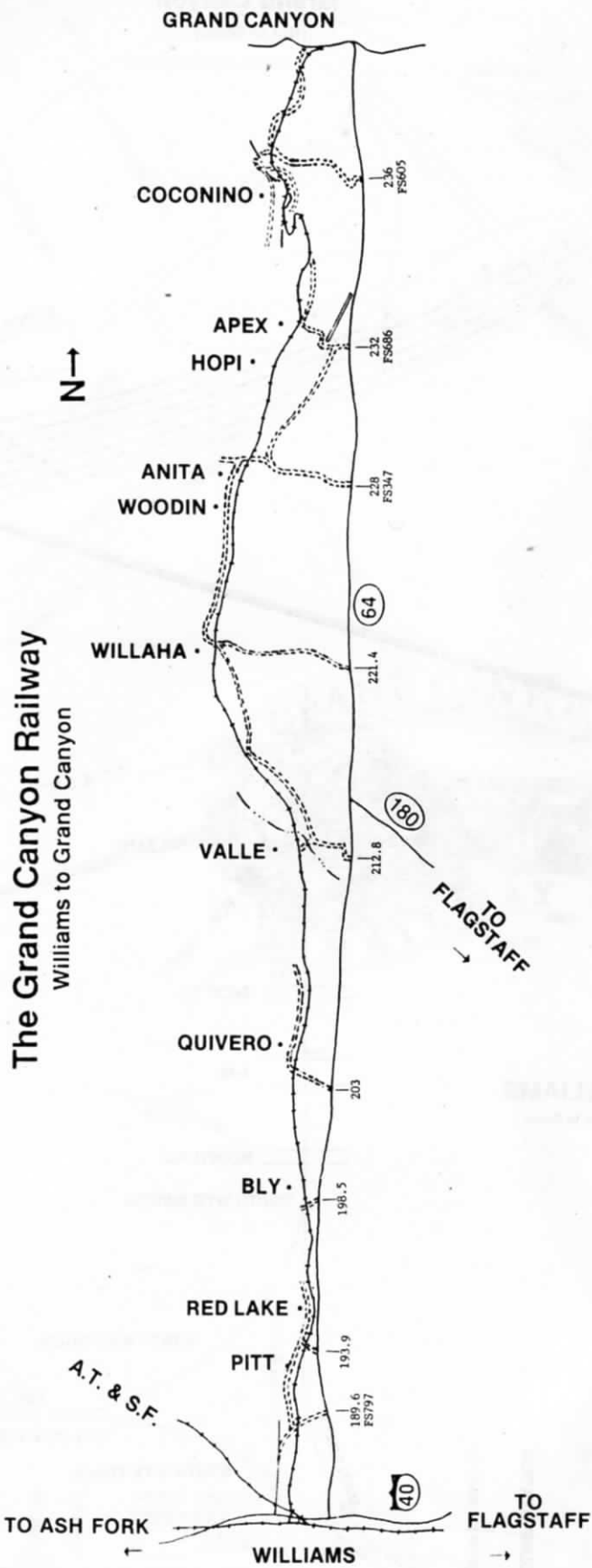
(Not to Scale)



WILLIAMS

(Not To Scale)





- 451 Track Bulletins may only be copied or relayed by employees qualified on the Operating Rules.
- 458 The dispatcher can and must require an employee reporting a defective track condition or obstruction to provide flag protection against trains already authorized until other protective measures are established.
- 605 Employees subject to call must notify Dispatcher to comply with rule 605.
- 617 All fires must be reported to Dispatcher.
- 624 The Dispatcher will give preference to radio, safety and operating matters. When returning after absence from radio or telephone he will respond, "GCR Dispatcher." The Dispatcher will be on duty when occupied passenger trains are operating and other times as posted. When a train or track car operates prior to the Dispatcher's shift, all information required by the rules shall be given to the Dispatcher as soon as possible. When a train or track car operates after the Dispatcher goes off duty, all information required by the rules will be reported in writing to the Dispatcher and left in "switch lock" line-up box on Fray Marcos Hotel building near southwest corner of public parking lot.
The Dispatcher must make an immediate report of any Rules violation or irregularity to the movement of trains or track cars to the Trainmaster or such officers as designated. The Dispatcher must remain aware of weather and any unusual conditions which may affect movements within his territory.
- 625 Before starting on trip or days work the Conductor must converse with the Engineer about all Track Warrants, Bulletins and instructions affecting the movement of the train. Conductors are responsible to see that their trains are properly equipped with the necessary signals and that they are displayed in accordance with the rules. They must insure that the train is furnished with required tools and equipment. In cases of gross misconduct, conductor will relieve an offending crew member from duty for that trip, reporting such action to the Dispatcher. Conductors must not allow bulky packages or articles in the cars which obstruct aisles or seats, causing inconvenience or hazard to passengers; nor may they allow items to be placed in the racks of such weight or bulk as to make them liable to fall therefrom.
- 633 Engineers must not leave a steam engine while on duty unless the engine is left in charge of a competent employee.
- 850 When steam heat is required on passenger trains the Conductor or Brakeman will notify the Fireman. Whenever the steam heat is turned on the maximum pressure will be used until the train crew requests the pressure be reduced after observing that all water is blown out of the rear car. A minimum of 80 psi as indicated on rear end of steam heat line will be maintained on the steam heat system while being used. The steam heat system must be blown

out before it can be turned off. The engine crew must not turn off steam heat before contacting train crew for blow out of the system.

AIR BRAKE RULES:

- 903 (A) When a steam locomotive is left unattended it must be conditioned as follows:
 - (1)Throttle must be locked.
 - (2)Independent brake valve must be cut in with handle fully applied.
 - (3)Automatic brake valve must be cut in and a service application made.
 - (4)Cylinder cocks and house valves must be left open.
 - (5)Reverser lever must be centered.
 - (6)Locomotive must be secured as required by Rule 103 (L)
 - (7) Proper level of water must be left in boiler.
- 903(B) The following must be done in addition to Rule 903 and 103(L): When a train or engine is to be left unattended, a 20 psi service brake application will be made and sufficient hand brakes applied to hold the train or engine.
- 906 Feed or regulating valves will be set at 110 psi. Feed or regulating valves are not to be used for train handling except in Emergency.
- 909 Only persons involved in conducting brake tests may notify the Engineer that brake tests have been performed.
- 921 Passenger trains are not required to stop to set up retainers.

NOTES:

**SAFETY
IS THE PURSUIT
OF EXCELLENCE**

PUBLIC RELATIONS SECTION

Trainmen through direct personal contact with passengers constantly have the opportunity to demonstrate that you are the best railroaders in the business.

Some common sense practices are:

- a. Assuring the safety and comfort of passengers.
- b. Giving correct information in answer to questions and tactfully correcting errors or mis-statements which may have been made by someone else along the line.
- c. Giving necessary special attention to the aged, infirm, and children traveling alone, by assisting them on and off trains and inquiring concerning their comfort while enroute.
- d. Maintaining orderly behavior in coaches.
- e. Avoiding arguments with passengers even when they are discourteous to you. "A soft answer turneth away wrath."
- f. "Watch your appearance, everybody else does." Close attention to neat appearance, indicates pride in your job.
- g. Inspect coaches and toilets for cleanliness. Correct, or report any infractions in cleanliness to the Coach Maintenance Foreman.

UNUSUAL DELAYS

Reasons for delays will be transmitted diplomatically to passengers. Normally, people will cheerfully accept an inconvenience which they understand. Conversely, irritation among passengers is bound to result from lack of information.

Courtesy is

"graceful and considerate behavior toward others."

**DON'T EXCITE!
BE POLITE!**



recycled paper

GRADE CROSSING ACCIDENTS:

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost in safety for you and your crew.

After the accident has occurred and the train is stopped:

- a. Ensure the safety of crew members, accident victims, and the public.
- b. Meet the requirements of Rule 102(1) of the General Code of Operating Rules.
- c. Contact the dispatcher, or any other available radio contact or supervisor and advise:
 1. exact location: and
 2. what emergency services are needed. Be sure to include alternate routes for the emergency vehicles if your train is blocking road crossing.
- d. Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
- e. Assign a crew member to monitor a radio to provide further information for emergency assistance.
- f. If it is safe, render assistance to accident victims. It is important not to move the victim unless a life threatening situation exists.
- g. Turn off the vehicle's ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene.
Do not move the train unless it presents a safety problem, such as emergency vehicles need to get to the accident through a blocked crossing, etc.
- h. Only give information to:
 - a. The investigating officer.
 - b. Authorized company officials.Cooperate with the investigating officer. Answer the officer's questions and provide as much information as you can recall.
Recall the badge number and name of the investigating police officer at the scene. Witness with the officer that the headlight is on, and that the whistle and bell on lead unit are in proper working order. Also, note that the crossing warning devices are functioning.
- i. Assign a crew member to verify the accuracy of the wheel report. Save all wheel reports, track warrants, track conditions messages, and other pertinent documents for the proper Grand Canyon Railway officials.
- j. Ascertain that no part of your train is derailed and that it will be safe to proceed once released by the investigating officer.
- k. Review "Grand Canyon Railway Accident/Incident/Rail-Highway Grade Crossing Report" and ascertain you have obtained all required information.
- l. Personal counseling will be available to any crew member who might experience post-accident trauma.