

RGPC RAILROAD DRUG & ALCOHOL TESTING
MANAGER INSTRUCTIONS

Revised 061217

TABLE OF CONTENTS

INTRODUCTION.....	3
REASONABLE CAUSE TESTING.....	5
REASONABLE SUSPICION TESTING.....	7
POST ACCIDENT TESTING.....	9
REASONABLE SUSPICION DOCUMENTATION FORM.....	APPENDIX A
POST ACCIDENT FLOW CHART & INSTRUCTIONS.....	APPENDIX B

INTRODUCTION

PURPOSE

The purpose of these instructions is to provide managers and supervisors with a better understanding of our drug and alcohol testing program and guidance with the various testing procedures that may be required in the field.

HISTORY

Drug and Alcohol testing programs have been required by the Federal Railroad Administration (FRA) for safety-sensitive railroad industry employees since 1986, the general purpose of which to prevent accidents and casualties in railroad operations resultant of employee impairment by alcohol and/or drugs.

BASIC REQUIREMENTS

In addition to pre-employment, random, and referral program testing, employees are subject to the following types of testing outlined in this guide:

- Reasonable Cause Testing
- Reasonable Suspicion Testing
- Post-Accident Testing

NEW REQUIREMENTS (EFFECTIVE JUNE 12, 2017)

Safety Sensitive Employees – FRA designates safety-sensitive employees to be those who perform service covered under the hours of service laws (“covered service”). Maintenance of Way employees defined as "Roadway Worker" are now also included in this category and subject to federal testing requirements. The new term "regulated service" will include all covered service employees and roadway workers.

Post-Accident Testing – FRA now requires post-accident testing of “Human-factor” highway-rail grade crossing accident/incidents when it is determined that a regulated employee:

- Interfered with the normal functioning of a grade crossing signal system and whose actions may have contributed to the cause or severity of the event.
- Was a train crew member responsible for flagging highway traffic to stop due to an activation failure of a grade crossing system (or who was on-site and directly responsible for ensuring that flagging was being performed), but who failed to do so, and whose actions may have contributed to the cause or severity of the event.
- Was responsible for performing the duties of an appropriately equipped flagger, but who failed to do so, and whose actions may have contributed to the cause or severity of the event.

- Violated an FRA regulation or railroad operating rule and whose actions may have contributed to the cause or severity of the event. **EXAMPLES:** A dispatcher learns of an activation failure at a crossing but neglects to promptly call the maintainer and/or notify approaching trains; a train over-speeds an active warning device or fails to blow the whistle.

IMPORTANT DEFINITIONS

Covered employee means an employee who is performing covered service under the hours of service laws or who is subject to performing such covered service, regardless of whether the person has performed or is currently performing covered service.

Covered service means service in the United States as a train employee, a dispatching service employee, or a signal employee, but does not include any period the employee is relieved of all responsibilities and is free to come and go without restriction.

Regulated employee means a covered employee or maintenance-of-way employee who performs regulated service for a railroad.

Note: For purposes of this program, regulated employees include full time employees, part time employees, temporary employees, contractors, sub-contractors and also individuals who may volunteer to perform regulated service duties for a railroad.

Regulated service means covered service or maintenance-of-way activities, the performance of which makes an employee subject to the requirements of this program.

Roadway Worker means any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, roadway facilities or roadway machines on or near the track or with the potential of fouling a track and flagmen and watchmen/lookouts as defined in this program.

REASONABLE CAUSE TESTING

Reason Used when any employee has been involved in an accident or incident and believed to have contributed to its occurrence or severity.

IMPORTANT: Reasonable Cause testing is not authorized for personal injury cases.

Authority COMPANY (RGPC Drug & Alcohol Policy – 9.2.2)

Triggering Events Testing is required of all employees, including regulated employees and commercial motor vehicle (CMV) operators, non-agreement, and agreement, when:

The employee has been involved in an accident or incident and a manager of the railroad has a reasonable belief, based on specific, articulable (able to be expressed or explained) facts that the employee's acts or omissions contributed to the occurrence or severity of the accident or incident.

Determinations Testing may be initiated by one or more managers and only after an on-site investigation of the accident/incident has been conducted. Decisions to test must be based on a determination of which rules and/or company policies are involved and whether or not an employee's actions or in-actions contributed to the cause or severity of the accident/incident. If it can be immediately determined that an individual employee had no role in the cause or severity of the accident/incident, then that employee should be excluded from testing.

Testing Locations Testing should be conducted at a railroad facility. However, it is acceptable to conduct a reasonable cause test "on-site" when absolutely necessary. In all cases, the railroad must provide an appropriate test site which affords privacy for urine testing and visual/aural privacy for breath testing.

Time Limits Testing should occur as soon as possible.

No alcohol breath testing may be done after 8 hours of the triggering event. If the breath test does not begin within 2 hours from the time the decision was made to test, the supervisor must document on the Managers Incident Report why the test was delayed.

No drug testing may be done if the collection has not started within 8 hours of the triggering event. However, in this case the 8 hour requirement is satisfied if the employee has been delivered to the collection site where the collector is present and the request has been made to do the test.

In all cases, due diligence must be displayed by railroad managers to make determinations and complete testing within a covered employees Hours of Service. Exceeding the Hours of Service Law by up to 4 hours is permitted for this purpose.

Collectors	Testing must be performed by a certified collector from ADTS (Alcohol & Drug Testing Services, LLC).
-------------------	--

Contacting ADTS	Contact ADTS to schedule a test. Inform them of the details of the test (type, authority, time, location, etc.) and they will dispatch an appropriate collector. ADTS: (501) 574-9711
------------------------	---

Contacting Railroad Management	Contact railroad management when a reasonable cause test has been scheduled (see page 9-10).
---------------------------------------	--

Contacting Railroad DER	Contact your DER <u>immediately</u> if any issues arise related to ADTS or the testing procedures. In all cases, contact your DER <u>during normal business hours</u> to inform them that the test was performed (see page 9-10).
--------------------------------	---

Enforcement Procedures	<p>Whenever a breath or body fluid test is required of an employee, the railroad must provide clear and unequivocal written notice showing the employee why the test is being done. This is accomplished by marking the "reason" for the test on the test form.</p> <p>Once an employee being tested arrives at a collections site, they must be supervised until the test is complete. However, only the collector and employee(s) being tested are allowed in the testing area while testing is being performed.</p> <p>If an employee has a test result indicating an alcohol concentration below 0.02, the test must be considered negative and the employee may continue in service, pending results from the drug test.</p> <p>If an employee has a test result indicating an alcohol concentration above 0.02, the test must be considered positive and the employee must immediately be withheld from service, pending disciplinary action.</p>
-------------------------------	---

REASONABLE SUSPICION TESTING

Reason	Used when any employee appears to be under the influence or impaired by drugs and/or alcohol.
Authority	Regulated Employees – FEDERAL All Others – COMPANY (RGPC Drug & Alcohol Policy – 9.1.1)
Triggering Events	Testing is required of all employees when there is a reasonable suspicion, based on specific, personal observations.
Determinations	<p>For alcohol, testing is required based on specific personal observations by at least <u>one</u> manager that the employee is under the influence or impaired. The manager must have had training in the signs and symptoms of alcohol use and abuse.</p> <p>For drugs, testing is required based on specific personal observations by at least <u>two</u> managers if they suspect that the employee is under the influence or impaired. One of the two managers must have had training in the signs and symptoms of drug use and abuse. One of the managers may consult on the phone. The on-site manager may call another manager.</p> <p>Complete a Reasonable Suspicion Documentation Form found in Appendix A for each individual tested.</p>
Testing Locations	Testing must be conducted at a railroad facility which affords privacy for urine testing and visual/aural privacy for breath testing.
Time Limits	<p>Testing should occur as soon as possible.</p> <p>No alcohol breath testing may be done after 8 hours of the triggering event. If the breath test does not begin within 2 hours from the time the decision was made to test, the supervisor must document on the Managers Incident Report why the test was delayed.</p> <p>No drug testing may be done if the collection has not started within 8 hours of the triggering event. However, in this case the 8 hour requirement is satisfied if the employee has been delivered to the collection site where the collector is present and the request has been made to do the test.</p>
Collectors	Testing must be performed by a certified collector from ADTS (Alcohol & Drug Testing Services, LLC).

Contacting ADTS Contact ADTS to schedule a test. Inform them of the details of the test (type, authority, time, location, etc.) and they will dispatch an appropriate collector.

ADTS: (501) 574-9711

Contacting Railroad Management Contact railroad management when a reasonable suspicion test has been scheduled (see page 9-10).

Contacting Railroad DER Contact your DER immediately if any issues arise related to ADTS or the testing procedures. In all cases, contact your DER during normal business hours to inform them that the test was performed (see page 9-10).

Enforcement Procedures Whenever a reasonable suspicion breath or body fluid test is required of an employee, the railroad must provide clear and unequivocal written notice to the employee explaining why the test is being done. This is accomplished by marking the "reason" for the test on the test form.

The employee remain under manager supervision until the test is complete.

If an employee has a test result indicating an alcohol concentration below 0.02, the test must be considered negative.

If an employee has a test result indicating an alcohol concentration above 0.02, the test must be considered positive and the employee must immediately be withheld from service, pending disciplinary action.

If a test was conducted for suspicion of drug use, the employee must be withheld from service, pending results from that test.

POST ACCIDENT TESTING

DETERMINATION:

Reference Appendix B for Post-Accident Flow Chart and Instructions.

NOTIFICATION:

Contact the following company managers when a qualifying post-accident event has occurred:

- Railroad Manager (see below)
- Railroad DER (see below)
- Mitch Harris – (208) 861-7590

After it has been determined that a post-accident test will be conducted, the FRA and National Response Center (NRC) must be IMMEDIATELY contacted via the following telephone numbers:

FRA – (202) 493-6313

NRC – (800) 424-8802

Be prepared to provide the following information:

- ⇒ Railroad name
- ⇒ Your name, title and phone number
- ⇒ Date and time
- ⇒ Location of test
- ⇒ The specific number of employees to be tested
- ⇒ Summarized details of the qualifying event

SPECIAL INSTRUCTIONS:

Managers attending the collection must:

- Note the name of the medical facility and your name in the Notes/Comments section of the shipping label.
- Seal the return paperwork back in the plastic bag provided in the “toxbox”.
- (If possible) make a photo copy of the shipping label and send to Accounts Payable at Ft. Worth corporate office.

COLLECTION SITES (Phlebotomist required):

INPR

Walter Knox Memorial Hospital
1202 E. Locust Street
Emmett, ID 83617
(208) 365-3561

Grande Ronde Hospital
900 Sunset Dr.
La Grande, OR 9785
(541) 963-8421

NCRC

Faith Regional Physician Services / Emergency Room
2700 Norfolk Ave.
Norfolk, NE 68701
(402) 644-7417

Occupational Health Services
Columbus Community Hospital
3005 19th Street
Columbus, NE 68602
(402) 562-4481

St. Francis Medical Center
2620 West Faidley Ave
Grand Island, NE 68802
(308) 384-4600

NOGC

Gulf Coast After Hours Urgent Care
441 Wall Blvd.
Gretna, LA 70056
(504) 392-7337

Pelican State Outpatient Center
1525 Dickory Ave.
Harahan, LA.70123
(504) 818-0006

WTJR

United Reference Laboratory
1702 7th Street
Wichita Falls, TX 76301
(940) 764-5154
(940) 764-5152

United Regional Hospital
11th Street Emergency Room
Wichita Falls, TX 76301
(940) 764-5154

RAILROAD INFORMATION:

Idaho Northern & Pacific Railroad Company (INPR)

119 N. Commercial Avenue
Emmett, ID 83617

Manager: Linda Iverson
Phone: (208) 871-7736 / (208) 871-7736 cell

DER: Linda Iverson
Phone: (208) 871-7736
Email: lli@rgpc.com

DER Assistant: Mitch Harris
Phone: (208) 861-7590
Email: mharris@rgpc.com

Nebraska Central Railroad Company (NCRC)

304 N. 5th Street
Norfolk, NE 68701

Manager: Tres Meyer
Phone: (817) 731-7187 ext.1024 / (402) 860-3942 cell

Manager: Eldon Vohs
Phone: (402) 992-7113 / (402) 992-7113 cell

Manager: Orlando Quiroz (Dispatch)
Phone: (802) 370-1506

DER: Susie Arlt
Phone: (402) 270-1554
sarlt@rgpc.com

DER Assistant: Shannon Brunner
Phone: (402) 750-8550
sbrunner@rgpc.com

DER Assistant: Donna Glover (Dispatch)
Phone: (817) 737-5885 ext.3103
donna@rgpc.com

New Orleans & Gulf Coast Railway Company (NOGC)

9387 Hwy. 23
Belle Chasse, La. 70037

Manager: Michael Agee
Phone: (504) 391-3167 / (682) 321-0009 cell

DER: Tyra Raschke
Phone: (504) 391-3167
Email: traschke@rgpc.com

DER Assistant: Linda Iverson
Phone: (208) 871-7736
Email: lli@rgpc.com

Wichita Tillman & Jackson Railway Company (WTJR)

700 Jefferson Street
Wichita Falls, TX 76306

Manager: Martin Cicalla
Phone: (940) 723-1852 / (940) 632-8082 cell

DER: Linda Iverson
Phone: (208) 871-7736
Email: lli@rgpc.com

Assistant DER: Mitch Harris
Phone: (208) 861-7590
Email: mharris@rgpc.com

Precision Railway Equipment Company

825 S. 19th St.
Independence, KS 67301

Manager: Harry Smith
Phone: (620) 577-2511

DER: Janie Houston
Phone: (620) 577-2510
accounting@precisionrwy.com

Rio Grande Pacific Transit Group

6100 Southwest Blvd., #320
Fort Worth, TX 76109

Manager: Matthew Mattiza
Phone: (817) 737-5885 ext.1002 / (817) 480-8042 cell

DER: Donna Glover
Phone: (817) 737-5885 ext.1003
donna@rgpc.com

BILLING INFORMATION:

Idaho Northern & Pacific Railroad Company

Accounts Payable
6100 Southwest Blvd., #320
Fort Worth, TX 76109

Contact: Rhonda Brown
Phone: (800) 880-3764 ext.3112 / Fax: (800) 632-9377

Nebraska Central Railroad Company

Accounts Payable

6100 Southwest Blvd., #320

Fort Worth, TX 76109

Contact: Rhonda Brown

Phone: (800) 880-3764 ext.3112 / Fax: (800) 632-9377

New Orleans & Gulf Coast Railway

Accounts Payable

6100 Southwest Blvd., #320

Fort Worth, TX 76109

Contact: Rhonda Brown

Phone: (800) 880-3764 ext.3112 / Fax: (800) 632-9377

Wichita Tillman & Jackson Railway Company

Accounts Payable

6100 Southwest Blvd., #320

Fort Worth, TX 76109

Contact: Rhonda Brown

Phone: (800) 880-3764 ext.3112 / Fax: (800) 632-9377

SHIPPING INFORMATION:

Railroad manager must ensure complete testing kit is shipped to the FRA Testing Laboratory listed below.

Use mailing label found inside the testing kit.

Ship via overnight delivery using the following account number (FEDEX preferred):

INPR

⇒ FEDEX 1704-9601-9

⇒ UPS 840E76

NCRC

⇒ FEDEX 1664-6253-3

⇒ UPS 633894

NOGC

⇒ FEDEX 2392-6077-2

⇒ UPS 23Y7R3

WTJR

⇒ FEDEX 1499-0344-5

⇒ UPS 1568YF

FRA TESTING LABORATORY:

Quest Diagnostics
1777 Montreal Circle
Tucker, GA 30084
Phone: (800) 729-6432
Fax: (678) 406-1037

MEDICAL REVIEW OFFICER:

Dr. Paul Teynor / Intermountain MRO
1430 South Main Street
Salt Lake City, UT 84109
Phone: (801) 486-5400
Fax: (801) 486-5454

**APPENDIX A
REASONABLE SUSPICION DOCUMENTATION FORM**

COMPANY: _____

Reasonable Suspicion Test Documentation

OBSERVATIONS - Check off all signs and symptoms observed:

Behavior

- Stumbling, unsteady gait
- Clumsy, uncoordinated
- Unresponsive, distracted
- Drowsy, sleepy, lethargic
- Depressed, withdrawn
- Irritable, moody
- Hostile, belligerent
- Agitated, anxious, restless
- Hyperactive, fidgety
- Suspicious, paranoid
- Tremors, shakes

Appearance

- Bloodshot eyes
- Tearing, watery eyes
- Enlarged pupils
- Pinpoint pupils
- Unfocused, blank stare
- Flushed or pale complexion
- Sweaty for no reason
- Cold, clammy
- Dirty, messy appearance

Speech

- Slurred, thick, slow
- Exaggerated enunciation
- Not understandable
- Rapid, pressured
- Loud, boisterous
- Excessively talkative
- Silly, nonsensical
- Inappropriate, including cursing

Body Odors

- Inappropriate, uninhibited behavior
- Persistent runny nose or flu-like symptoms for no reason
- Frequent use of mints, mouthwash, breath sprays, eye drops
- Alcohol on breath
- Marijuana on clothes

Other

Observations: _____

EMPLOYEE UNDER SUSPICION

Employee Name: _____ Employee ID: _____

Date: _____ Time: _____

Location: _____

Test(s) Required:

- Alcohol Breath Test (Federal)
- Alcohol Breath Test (Company)
- Drug Urine Test (Federal)
- Drug Urine Test (Company)

No Test Conducted:

- Employee refused test
- 8 hours elapsed
- Collector unavailable
- Transported for medical care/evaluation

Employee transported to test site by: _____

Time transported: _____ **Collection Site:** _____

Employee Advisory (read to employee)

"You are being tested in accordance with the company Drug & Alcohol Policy guidelines. In order to comply, you must provide breath and/or urine samples as directed.

In accordance with the policy, refusal to provide samples as directed will result in your immediate disqualification from service and you will be charged with insubordination in accordance with company policy."

Supervisor Name (printed)

Supervisor Signature

Date

Witness Name (printed)

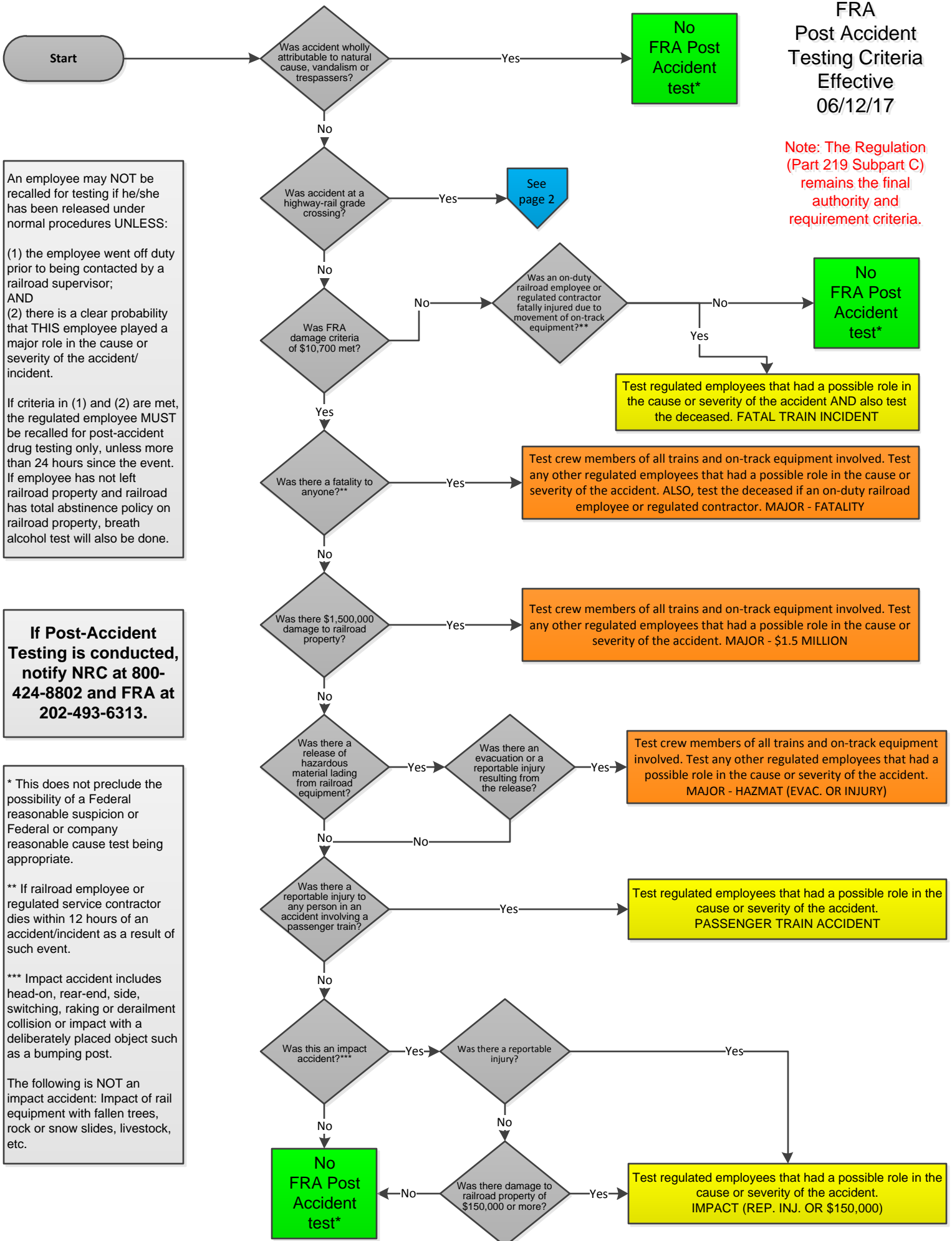
Witness Signature

Date

**APPENDIX B
POST ACCIDENT FLOW CHART & INSTRUCTIONS**

FRA
Post Accident
Testing Criteria
Effective
06/12/17

Note: The Regulation
(Part 219 Subpart C)
remains the final
authority and
requirement criteria.



An employee may NOT be recalled for testing if he/she has been released under normal procedures UNLESS:

(1) the employee went off duty prior to being contacted by a railroad supervisor; AND

(2) there is a clear probability that THIS employee played a major role in the cause or severity of the accident/incident.

If criteria in (1) and (2) are met, the regulated employee MUST be recalled for post-accident drug testing only, unless more than 24 hours since the event. If employee has not left railroad property and railroad has total abstinence policy on railroad property, breath alcohol test will also be done.

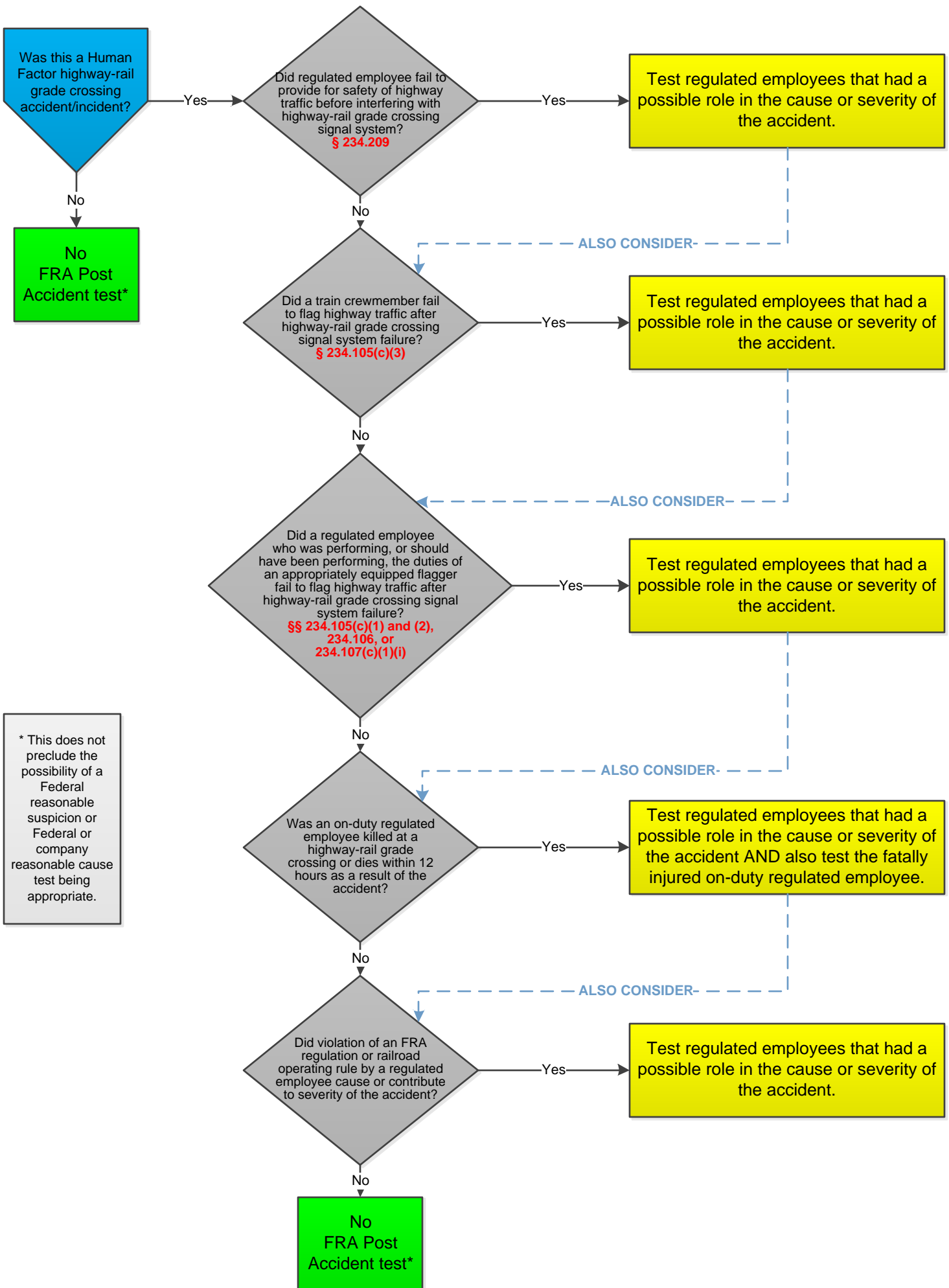
If Post-Accident Testing is conducted, notify NRC at 800-424-8802 and FRA at 202-493-6313.

* This does not preclude the possibility of a Federal reasonable suspicion or Federal or company reasonable cause test being appropriate.

** If railroad employee or regulated service contractor dies within 12 hours of an accident/incident as a result of such event.

*** Impact accident includes head-on, rear-end, side, switching, raking or derailment collision or impact with a deliberately placed object such as a bumping post.

The following is NOT an impact accident: Impact of rail equipment with fallen trees, rock or snow slides, livestock, etc.



* This does not preclude the possibility of a Federal reasonable suspicion or Federal or company reasonable cause test being appropriate.

FRA POST-ACCIDENT TESTING GUIDANCE & DEFINITIONS

QUALIFYING CRITERIA

1. Major Train Accident¹ _____ \$10,700 reportable damage (2017); and
_____ Fatality; or
_____ \$1 Million railroad property damage; or
_____ Release of hazmat lading & evacuation; or
_____ Release of hazmat lading & reportable injury from product
2. Impact Accident² _____ \$10,700 reportable damage (2017); and
_____ Reportable injury; or
_____ \$150,000 or more reportable property damage
3. Passenger Train Accident³ _____ \$10,700 reportable damage (2017); and
_____ Reportable injury to a person in the train accident
4. Fatal Train Incident⁴ _____ Fatality to an on-duty railroad employee or hours of service contractor

NOTE: The REPORTING THRESHOLD (\$10,700 reportable railroad property damage in 2017) must be met for all of the above, except for the Fatal Train Incident.

EXCEPTIONS FROM TESTING:

- Collision between railroad rolling stock and a motor vehicle or other highway conveyance at a highway-rail grade crossing⁵
- An accident/incident, the cause and severity of which are **wholly attributable** to:
 - (a) Natural cause (e.g., flood, tornado or other natural disaster); or
 - (b) Vandalism or trespasser(s)

¹ TRAIN ACCIDENT means a passenger, freight, or work train accident described in 225.19(c) (a “rail equipment accident” involving damage in excess of the current reporting threshold), including an accident involving a switching movement. Rail equipment accidents are collisions, derailments, fires, explosions, acts of God, & other events involving the operation of on-track equipment (standing or moving) that result in damages higher than the current reporting threshold to railroad on-track equipment, signals, tracks, track structures, or roadbed, including labor costs & the costs for acquiring new equipment & material.

² IMPACT ACCIDENT means a train accident (i.e., a rail equipment accident involving damage in excess of the current reporting threshold) consisting of a head-on collision, a rear-end collision, or impact with a deliberately placed obstruction such as a bumping post (not derail). The following are NOT impact accidents (but could meet the criteria for other qualifying accidents): (a) An accident in which the derailment of equipment causes an impact with other rail equipment; (b) Impact of rail equipment with obstructions such as fallen trees, rock or snow slides, livestock, etc.; and (c) Raking collisions caused by derailment of rolling stock or operation of equipment in violation of clearance limitations (see definition of raking collision).

³ PASSENGER TRAIN means a train transporting persons (other than employees, contractors, or persons riding equipment to observe or monitor railroad operations) in intercity passenger service, commuter or other short-haul service, or for excursion or recreational purposes.

⁴ TRAIN INCIDENT means an event involving the movement of railroad on-track equipment that results in a casualty but in which the railroad property damage does not exceed the reporting threshold.

⁵ HIGHWAY-RAIL GRADE CROSSING means a location where a public highway, road, street, or private roadway, including associated sidewalks & pathways, crosses one or more railroad tracks at grade.

DECIDING WHO TO TEST:

- (A) For a Major Train Accident – Test “all crewmembers” of all involved trains [and others per (D) below]
- (B) For an Impact Accident, Passenger Train Accident, or Fatal Train Incident – Employees must be excluded from testing if railroad representative can immediately determine, on the basis of specific information, that the employee had no role in the cause(s) or severity of the accident/incident (except the remains of all fatally injured employees involved in a qualifying event must be tested)
- (C) If an Impact Accident, Passenger Train Accident, or Fatal Train Incident also meets the criteria of a Major Train Accident – Test “all crewmembers” of all involved trains [and others per (D) below].
- (D) Other Hours of Service Employees: For all four types of accident/incidents, test other involved covered service employees such as an operator, train dispatcher, or signal employee if they are directly & contemporaneously involved in the circumstances of the accident/incident.

EMPLOYEE FATALITIES: Remains are always tested if employee dies within 12 hours of a qualifying accident or incident.

WHEN EMPLOYEES MAY BE RECALLED FOR TESTING: An employee may not be recalled for testing if released from duty under normal procedures, except they may be recalled if “all” three criteria are met, as follows:

1. Could not be retained in duty status because they went off duty prior to being notified; and
2. Preliminary investigation indicates a clear probability the employee played a major role in the cause or severity; and
3. The accident/incident actually occurred during the employee’s duty tour.

OTHER DEFINITIONS

ON-TRACK EQUIPMENT: Note that the *FRA Guide for Preparing Accident/Incident Reports* defines on-track equipment to include an equipment consist (train, locomotive, cut of cars, or a single car not coupled to another car or locomotive), locomotive, motorcar, train, yard switching train, or work train. These definitions include a track motorcar, hi-rail vehicle, push car, crane, ballast tamping machine.

RAKING COLLISION: A collision between parts or lading of a consist on an adjacent track, or with a structure such as a bridge (not at a switch or turnout).

HEAD-ON COLLISION: A collision in which the trains or locomotives involved are traveling in opposite directions on the same track.

SIDE COLLISION: A collision at a turnout where one consist strikes the side of another consist (e.g., train operates out of a siding and strikes train on main track).

REAR-END COLLISION: A collision in which the trains or locomotives involved are traveling in the same direction on the same track.

REPORTABLE DAMAGE:

Includes:

- Labor costs and all other costs to repair or replace in kind, damaged on-track equipment, signals, track, track structures (including bridges or tunnels), or roadbed. Labor costs include hourly wages, transportation costs, and hotel expenses, but not fringe benefits or overhead.
- Rental and/or operation of machinery such as cranes, bulldozers, including the services of contractors to replace or repair the track right-of-way and associated structures.
- Costs associated with the repair or replacement of roller bearings on units that were derailed or submerged in water (replacement costs include the labor costs resulting from a wheel set change out).

It does NOT include:

- The cost of clearing a wreck; however, additional damage to the above listed items caused while clearing the wreck is to be included in your damage estimate.
- Damage to trailers/containers on flat cars (considered lading); however, damage to a flat car carrying a trailer/container is included.

QUESTIONS:

If you have questions on FRA post-accident testing, please call FRA's Drug & Alcohol Program Managers at (202) 493-6313 or (615) 719-2951.