

TripRateID:	<b>Ft Worth&gt;Oklahoma City</b>
Type:	<b>ATSF Trip</b>
OT Extender:	<b>16 minutes</b>
EffectiveDate:	<b>10/16/06</b>
TestPeriod:	<b>01/01/01 - 12/31/01</b>
OriginalRate:	<b>\$297.45</b>

**Brotherhood of Locomotive  
Engineers and Trainmen  
BNSF (SLSF) GCA**



Mandatory Elements					4.5%	1.0%	2.0%	2.5%	2.5%	3.0%
Codes	Description	GWl	Miles	10/16/06	07/01/09	01/01/10	01/01/11	01/01/12	01/01/13	01/01/14
@1	Regular Pay / Basic Day	√	121.5670	\$153.8352	\$172.2037	<b>\$173.9258</b>	<b>\$177.4043</b>	<b>\$181.8394</b>	<b>\$186.3854</b>	<b>\$191.9769</b>
@3	Regular Pay / Overmiles	√	63.7230	\$94.6828	\$105.9883	<b>\$107.0482</b>	<b>\$109.1892</b>	<b>\$111.9189</b>	<b>\$114.7169</b>	<b>\$118.1584</b>
44	Deadhead-Increaseable	√	8.3239	\$10.3287	\$11.5620	<b>\$11.6776</b>	<b>\$11.9112</b>	<b>\$12.2089</b>	<b>\$12.5142</b>	<b>\$12.8896</b>
44	Deadhead-Non-Increaseable		4.1620	\$2.0976	\$2.0976	<b>\$2.0976</b>	<b>\$2.0976</b>	<b>\$2.0976</b>	<b>\$2.0976</b>	<b>\$2.0976</b>
IT	Initial Terminal Switching		0.0285	\$0.0323	\$0.0323	<b>\$0.0323</b>	<b>\$0.0323</b>	<b>\$0.0323</b>	<b>\$0.0323</b>	<b>\$0.0323</b>
YA	Yard Runaround	√	0.9588	\$1.2106	\$1.3552	<b>\$1.3687</b>	<b>\$1.3961</b>	<b>\$1.4310</b>	<b>\$1.4668</b>	<b>\$1.5108</b>
9	Meal enroute		0.1733	\$0.2233	\$0.2233	<b>\$0.2233</b>	<b>\$0.2233</b>	<b>\$0.2233</b>	<b>\$0.2233</b>	<b>\$0.2233</b>
14	Final Terminal Delay (FTD)		2.1956	\$2.4610	\$2.4610	<b>\$2.4610</b>	<b>\$2.4610</b>	<b>\$2.4610</b>	<b>\$2.4610</b>	<b>\$2.4610</b>
26	Switching on the Road		0.0053	\$0.0059	\$0.0059	<b>\$0.0059</b>	<b>\$0.0059</b>	<b>\$0.0059</b>	<b>\$0.0059</b>	<b>\$0.0059</b>
41	No Meal Period Taken \$5.00		0.0008	\$0.0010	\$0.0010	<b>\$0.0010</b>	<b>\$0.0010</b>	<b>\$0.0010</b>	<b>\$0.0010</b>	<b>\$0.0010</b>
17	Initial Terminal Delay (ITD)		7.4149	\$8.4243	\$8.4243	<b>\$8.4243</b>	<b>\$8.4243</b>	<b>\$8.4243</b>	<b>\$8.4243</b>	<b>\$8.4243</b>
72	Allowance for Meal Enroute		3.7656	\$5.0840	\$5.0840	<b>\$5.0840</b>	<b>\$5.0840</b>	<b>\$5.0840</b>	<b>\$5.0840</b>	<b>\$5.0840</b>
		√	Difference	\$8.6400	\$11.0824	<b>\$12.0618</b>	<b>\$13.9418</b>	<b>\$15.1719</b>	<b>\$16.4327</b>	<b>\$17.8114</b>

Non-Mandatory Elements										
CS	Car Scale Additive	√	12.9179	\$18.8772	\$19.7267	<b>\$19.0660</b>	<b>\$19.4473</b>	<b>\$19.9335</b>	<b>\$20.4318</b>	<b>\$21.0448</b>
LP	Penalty Lapbacks	√	0.0339	\$0.0433	\$0.0485	<b>\$0.0437</b>	<b>\$0.0446</b>	<b>\$0.0457</b>	<b>\$0.0469</b>	<b>\$0.0483</b>
WT	Waiting for Transportation	√	0.1140	\$0.1410	\$0.1578	<b>\$0.1424</b>	<b>\$0.1453</b>	<b>\$0.1489</b>	<b>\$0.1526</b>	<b>\$0.1572</b>

	<b>Total Increaseable Amount</b>	>>>		<b>\$287.7588</b>	<b>\$322.1246</b>	<b>\$325.3342</b>	<b>\$333.4797</b>	<b>\$342.6982</b>	<b>\$352.1471</b>	<b>\$363.5973</b>
	Total Non-Increaseable Amount			\$18.3294	\$18.3294	<b>\$18.3294</b>	<b>\$18.3294</b>	<b>\$18.3294</b>	<b>\$18.3294</b>	<b>\$18.3294</b>
	<b>Total Rate Amount</b>		225.3845	\$306.09	\$340.45	<b>\$343.66</b>	<b>\$351.81</b>	<b>\$361.03</b>	<b>\$370.48</b>	<b>\$381.93</b>

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>>>The following percentage is the only GWl increaseable amount      **94.0117%**