

| | |
|----------------|------------------------------|
| TripRateID: | Memphis>Birmingham |
| Type: | Trip |
| OT Extender: | 2 minutes |
| SPD Status | Rolled-in |
| EffectiveDate: | 03/16/04 |
| TestPeriod: | 01/01/01 - 12/31/01 |
| OriginalRate: | \$327.10 |

**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 | 03/16/04 | 07/01/09 | 01/01/10 | 01/01/11 | 01/01/12 | 01/01/13 | 01/01/14 |
| @1 | Regular Pay / Basic Day | √ | 115.3717 | \$147.8215 | \$174.7310 | \$176.4783 | \$180.0078 | \$184.5080 | \$189.1207 | \$194.7944 |
| @2 | Daily Miles Other | √ | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| @3 | Regular Pay / Overmiles | √ | 95.0867 | \$130.8866 | \$154.7132 | \$156.2604 | \$159.3856 | \$163.3702 | \$167.4545 | \$172.4781 |
| 44 | Deadhead | √ | 14.6902 | \$18.1945 | \$21.5066 | \$21.7217 | \$22.1561 | \$22.7100 | \$23.2778 | \$23.9761 |
| FT | Final Terminal Switching | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| IT | Initial Terminal Switching | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| YS | Road Crews / Yard Service | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| 9 | Meal enroute | | 0.1340 | \$0.1688 | \$0.1688 | \$0.1688 | \$0.1688 | \$0.1688 | \$0.1688 | \$0.1688 |
| 10 | Terminal Switching | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| 14 | Final Terminal Delay (FTD) | | 0.1324 | \$0.1448 | \$0.1448 | \$0.1448 | \$0.1448 | \$0.1448 | \$0.1448 | \$0.1448 |
| 17 | Initial Terminal Delay (ITD) | | 1.0296 | \$1.1329 | \$1.1329 | \$1.1329 | \$1.1329 | \$1.1329 | \$1.1329 | \$1.1329 |

| Non-Mandatory Elements | | | | | | | | | | |
|------------------------|--------------------------|---|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| PD | Special Pay Differential | √ | 17.3945 | \$28.7542 | \$33.9886 | \$34.3285 | \$35.0151 | \$35.8905 | \$36.7877 | \$37.8913 |
| LP | Lapbacks or sidetrips | √ | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| Y1 | Road Crew / Yard Service | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| Y2 | Road Crew / Yard Service | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |

| | | | | | | | | | | |
|--|----------------------------------|-----|----------|------------|------------|------------|------------|------------|------------|------------|
| | Total Increaseable Amount | >>> | | \$325.6568 | \$384.9394 | \$388.7888 | \$396.5646 | \$406.4787 | \$416.6407 | \$429.1399 |
| | Total Non-Increaseable Amount | | | \$1.4465 | \$1.4465 | \$1.4465 | \$1.4465 | \$1.4465 | \$1.4465 | \$1.4465 |
| | Total Rate Amount | | 243.8391 | \$327.10 | \$386.39 | \$390.24 | \$398.01 | \$407.93 | \$418.09 | \$430.59 |

>>>The following percentage is the only GWl increaseable amount **99.5578%**