

| | |
|----------------|---------------------|
| TripRateID: | Memphis>Dexter |
| Type: | Trip |
| OT Extender: | 40 minutes |
| SPD Status | Rolled-in |
| EffectiveDate: | 09/16/05 |
| TestPeriod: | 01/01/01 - 12/31/01 |
| OriginalRate: | \$561.59 |

**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 | 09/16/05 | 07/01/09 | 01/01/10 | 01/01/11 | 01/01/12 | 01/01/13 | 01/01/14 |
| @1 | Regular Pay / Basic Day | √ | 130.0000 | \$166.0350 | \$196.2601 | \$198.2227 | \$202.1871 | \$207.2418 | \$212.4228 | \$218.7955 |
| @2 | Daily Miles Other | √ | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| @3 | Regular Pay / Overtime | √ | 264.0917 | \$334.9470 | \$395.9208 | \$399.8800 | \$407.8776 | \$418.0746 | \$428.5265 | \$441.3822 |
| 44 | Deadhead | √ | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| 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 | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| 10 | Terminal Switching | | 0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 |
| 14 | Final Terminal Delay (FTD) | | 2.6661 | \$2.9219 | \$2.9219 | \$2.9219 | \$2.9219 | \$2.9219 | \$2.9219 | \$2.9219 |
| 17 | Initial Terminal Delay (ITD) | | 18.8119 | \$20.6672 | \$20.6672 | \$20.6672 | \$20.6672 | \$20.6672 | \$20.6672 | \$20.6672 |

| Non-Mandatory Elements | | | | | | | | | | |
|------------------------|--------------------------|---|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| PD | Special Pay Differential | √ | 19.6000 | \$32.4710 | \$38.1625 | \$38.5441 | \$39.3150 | \$40.2978 | \$41.3053 | \$42.5444 |
| 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 | >>> | | \$533.4530 | \$630.3433 | \$636.6468 | \$649.3797 | \$665.6142 | \$682.2546 | \$702.7222 |
| | Total Non-Increaseable Amount | | | \$23.5891 | \$23.5891 | \$23.5891 | \$23.5891 | \$23.5891 | \$23.5891 | \$23.5891 |
| | Total Rate Amount | | 435.1697 | \$557.04 | \$653.93 | \$660.24 | \$672.97 | \$689.20 | \$705.84 | \$726.31 |

>>>The following percentage is the only GWl increaseable amount **95.7653%**