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The Honorable Cynthia T. Brown
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Surface Transportation Board
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Dear Ms. Brown:

This submission is the AAR forecast of the fourth quarter 2010 All-Inclusive Index and Rail Cost Adjustment Factor, filed in Ex Parte No. 290 (Sub-No. 5) (2010-4) *Quarterly Rail Cost Adjustment Factor*. The versions of RCAF-related indices covered in this filing are: the All-Inclusive Index (initiated in the second quarter of 1985), the Unadjusted RCAF (produced since October 1982), the Adjusted RCAF (first published in the second quarter of 1989), and the RCAF-5 (created by the STB in its Ex Parte No. 290 (Sub-No. 7) decision served October 3, 1996). The table below summarizes the fourth quarter 2010 results on the fourth quarter 2007 base, and shows the percentage changes from the previous quarter.

	<u>2010Q3</u>	<u>2010Q4</u>	<u>% Change</u>
All-Inclusive Index	106.5	106.9	0.4
Preliminary RCAF	1.065	1.069	0.4
Forecast Error Adjustment	0.003	0.035	
RCAF (Unadjusted)	1.068	1.104	3.4
Productivity Adjustment Factor	2.2275	2.2342	
RCAF (Adjusted)	0.479	0.494	3.1
PAF-5	2.3539	2.3610	
RCAF-5	0.454	0.468	3.1

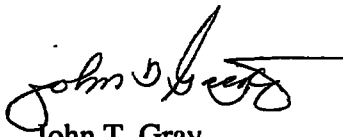
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September 3, 2010

In its October 3, 1996 decision in Ex Parte No. 290 (Sub-No. 7), *Productivity Adjustment - Implementation*, the STB noted its intent to publish, in addition to the RCAF (Unadjusted) and RCAF (Adjusted), an RCAF-5 (i.e., a calculation of the productivity adjusted RCAF values as if the agency had always used a 5-year rolling average to calculate the productivity adjustment). In response to a request by STB staff, the AAR is including a calculation of the RCAF-5 in its quarterly RCAF filing. The AAR and its members, however, do not believe the publication of a third RCAF index is required or permitted by the applicable statute (49 U.S.C. § 10708) and do not endorse its publication.

Two copies of the quarterly non-proprietary workpapers underlying this submission are filed herewith, in accordance with the ICC's order in Ex Parte No. 290 (Sub-No. 2), *Railroad Cost Recovery Procedures*, served February 8, 1990. A small set of highly confidential workpapers essential for the fourth quarter rebenchmarking and reweighting are also included. A third copy of the workpapers has been delivered to Paul Aguiar in the STB office handling this proceeding. All workpapers are available for STB inspection. Questions should be directed to me or Clyde Crimmel (202 639-2309) of this office.

Sincerely,



John T. Gray

Attachments

**Fourth Quarter 2010
All-Inclusive Index**

Ex Parte No. 290 (Sub-No. 5) (2010-4)

**Quarterly Rail Cost Adjustment Factor
Surface Transportation Board**

**Policy and Economics Department
Association of American Railroads**

September 3, 2010

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Introduction

On January 2, 1985, the Interstate Commerce Commission (ICC) [now the Surface Transportation Board (STB)] adopted the All-Inclusive Index of Railroad Costs as the basis for the Rail Cost Adjustment Factor (RCAF). The quarterly projection of railroad costs, as documented herein, employs the All-Inclusive Index as required by the regulations. Also presented in this submission is the RCAF, both Adjusted and Unadjusted, as required by the ICC in its decision in Ex Parte No. 290 (Sub-No. 4), *Rail Cost Recovery Procedures - Productivity Adjustment*, served March 24, 1989. In addition, the AAR has included (but does not endorse) the RCAF-5, which was instituted by an STB decision served October 3, 1996 in Ex Parte No. 290 (Sub-No. 7), *Productivity Adjustment - Implementation*. This quarter's projection of railroad costs is for the fourth quarter 2010.

Each year's fourth quarter calculation utilizes new weights, which can be found on page 2. New annual report and wage statistics data are also utilized to rebenchmark labor (see Appendix A).

Index Weights

In the Ex Parte No. 290 (Sub-No. 2) final rules, issued in April 1981, the Interstate Commerce Commission mandated that the weights of each major cost component be updated annually. These "external" weights are calculated using data from Schedules 410 and 210 of the R-1 annual report filed with the Surface Transportation Board by the Class I railroads. The weights are typically updated with the fourth quarter projection.

The 2009 (current) and 2008 (previous) weights are shown below. The previous (2008) weights were used for the fourth quarter of 2009 through the third quarter of 2010. Beginning with the fourth quarter of 2010, the 2009 weights are used. The year 2009 was different from recent years. Instead of increases in the expenses used for the calculation of weights, declining demand for freight service caused the variable portion of expenses to decrease. Fuel is probably the most variable expense category, and fuel expenses dropped even more because of a lower cost per gallon and improving efficiency for locomotives. Not surprisingly, Fuel's weight decreased from 25.2 percent to 14.9 percent. Labor expenses decreased, but did not decrease as much as many of the other categories. Thus, Labor's weight increased from 30.2 percent to 34.7 percent. Depreciation and Interest expense have little or no variability, and those expenses actually increased. Weights for those two categories increased. Changes for the remaining categories were less than one percentage point.

RCAF Weights		
	Previous 2008	Current 2009
Labor	30.2 %	34.7 %
Fuel	25.2	14.9
Materials & Supplies	5.1	5.1
Equipment Rents	6.3	7.1
Depreciation	10.4	13.9
Interest	2.3	3.0
Other	20.5	21.3

Reweighting of the index is accomplished by calculating both the current quarter (normally the fourth) and prior (normally the third) quarter indexes with the new weights. The relative change between the two quarters is then multiplied times the prior quarter (usually the third) *linked* index. Use of this method ensures that the weight change, by itself, does not cause a change in the level of the All-Inclusive Index.

Internal weights in the labor and equipment rents components are updated at the same time as the external weights. When these weights are changed, they are also linked using the procedure described above in order to eliminate the effect of the change in weighting.

All-Inclusive Index

Fourth Quarter 2010

The components and values of the current and previous All-Inclusive Indexes are shown below. Details of the construction of each component of the index are contained in the Appendices.

	2009 Weights	Forecast		Percent Change
		Previous 2010Q3	Current 2010Q4	
1. Labor	34.7%	356.3	367.4	3.1 %
2. Fuel	14.9%	270.9	264.5	-2.4
3. M&S	5.1%	241.0	251.7	4.4
4. Equipment Rents	7.1%	204.9	199.8	-2.5
5. Depreciation	13.9%	205.9	205.5	-0.2
6. Interest	3.0%	83.9	84.5	0.7
7. Other	21.3%	212.9	202.6	-4.8
8. Weighted Average				
a. 1980 = 100		267.3	268.2	
b. 1980 = 100 (linked)		262.0	262.9 ¹	
c. 4Q07 = 100		106.5	106.9 ²	0.4

Note: The 267.3 weighted average for 2010Q3 is recalculated with 2009 weights to eliminate any changes in the fourth quarter index that would be caused by changing weights. The original figure with 2008 weights is 268.1.

¹ To calculate the 1980 = 100 Linked Index:

$$\begin{aligned} \text{Index}_{80} &= (\text{Current Index} / \text{Previous Index}) * \text{the Previous Quarter Linked Index} \\ &= (268.2 / 267.3) \times 262.0 \\ &= 262.9 \end{aligned}$$

² To calculate the 4Q07 = 100 index:

$$\begin{aligned} \text{Index}_{4Q07} &= (\text{Current Linked Index} / 4Q07 \text{ Linking Factor}) * 100 \\ &= 262.9 \text{ divided by } 245.9 \text{ times } 100 \\ &= 106.9 \end{aligned}$$

Indexes based on other periods:

4Q02 based index	= 262.9 / 192.1 x 100 = 136.9
4Q97 based index	= 262.9 / 173.2 x 100 = 151.8
4Q92 based index	= 262.9 / 156.9 x 100 = 167.6
4Q87 based index	= 262.9 / 132.2 x 100 = 198.9

Forecast vs. Actual All-Inclusive Index Second Quarter 2010

Because of data availability, the forecast error adjustment has a two-quarter lag from each filing. As shown below, the second quarter actual index of 107.9 is 3.5 index points above the forecast value of 104.4. Therefore, the forecast error adjustment for fourth quarter 2010 is 3.5 index points.

	2008	Second Quarter 2010		Amt
	Weights	Forecast	Actual	Difference
1. Labor	30.2%	357.3	357.3	
2. Fuel	25.2%	255.2	287.8	
3. M&S	5.1%	240.2	240.0 *	
4. Equipment Rents ¹	6.3%	201.6	201.0	
5. Depreciation	10.4%	204.3	204.2	
6. Interest	2.3%	83.9	83.9	
7. Other	20.5%	207.3	205.9	
8. Weighted Average				
a. 1980 = 100		262.8	270.7	
b. 1980 = 100 (linked)		256.8	265.3 ²	
c. 4Q07 = 100 ³		104.4	107.9	3.5

Forecast error → 3.5 index points

* See note in Appendix C of the AAR's June 4, 2010 RCAF submission.

¹	2008	Second Quarter 2010	
	Weights	Forecast	Actual
Car-Hire	43.9%	182.7	182.8
Lease Rentals	56.1%	207.3	205.9
Weighted Average		196.5	195.8
Weighted Average (linked)		201.6	201.0

² Linked actual index = (actual index / previous actual index) x previous linked actual index.

$$265.3 = 270.7 / 262.8 \times 257.6$$

³ The 4Q07 based indexes are 1980 based indexes divided by the 4Q07 linking factor (245.9/100). Other linking factors are: 4Q02 = 192.1; 4Q97 = 173.2; 4Q92 = 156.9; and 4Q87 = 132.2.

Productivity

On March 26, 2010, the Surface Transportation Board (STB) served a decision in Ex Parte 290 (Sub-No. 4) which corrected its February 1, 2010, decision (which was postponed later in February) that added the year 2008 to the Productivity Adjustment Factor (PAF) and deleted the year 2003. The decision revised data for 2007 and 2008, and created a geometric average annual productivity change for 2004 through 2008 of 1.2 percent per year. (The components of this average annual value are shown on the following table in ratio format – therefore, 1.012 is the same as an increase of 1.2 percent.) Although not explicitly mentioned in the Board's decision, the revision to 2007 means that the average annual productivity change for 2003 through 2007 should also have been 1.2 percent instead of 1.5 percent. In the Board's decision in Ex Parte No. 290 (Sub-No. 5)(2010-2) served March 31, 2010, the Board approved productivity adjustment factors (PAF and PAF-5) for the second quarter 2010 that reflected the Board's 2007 and 2008 corrections. In addition, the Board said in its footnote 3 that the "RCAF-5 will continue to use a productivity adjustment of 1.2% until January 1, 2011" – instead of the 1.5 percent change in productivity determined in its March 30, 2009 decision.

Bold figures were revised by the STB in its March 26, 2010 decision.

Comparison of Output, Input, & Productivity			
2004 - 2008			
Year	Output Index (1)	Input Index (2)	Productivity ¹ Changes (3)
2004	1.033	1.057	0.977
2005	1.021	0.956	1.068
2006	1.018	1.024	0.994
2007	1.000	0.996	1.004
2008	0.990	0.970	1.021
Average			1.012
Corrected Previous Avg. (2003-2007)			1.012

¹ The values shown in Column 3 are based on full float calculations and may not exactly match numbers calculated using the rounded numbers displayed in Columns 1 and 2

Calculation of PAF and PAF-5

For 2004-2008, use fourth root of avg. productivity change = 1.0030
For 2003-2007, use fourth root of avg. productivity change = 1.0030

Quarter	Year	PAF	PAF-5
Q2	2010	2.2208	2.3469
Q3	2010	2.2275	2.3539
Q4	2010	2.2342	2.3610
Q1	2011	2.2409	2.3681

Q2 decided in Ex Parte No. 290 (Sub-No. 5) (2010-2) served March 31, 2010

2003-2007

2004-2008

Rail Cost Adjustment Factor

Fourth Quarter 2010

Four RCAF values are presented in this filing. Two are not modified for productivity (Preliminary RCAF and RCAF Unadjusted), and two incorporate a productivity calculation (RCAF Adjusted and RCAF-5). The All-Inclusive Index and all four RCAF values, plus the percent change for each, are shown below. Note that the All-Inclusive Index is on a 2007Q4=100 basis.

	Previous 2010Q3	Current 2010Q4	Percent Change
All-Inclusive Index ¹	106.5	106.9	0.4
Preliminary RCAF ²	1.065	1.069	0.4
Forecast Error Adjustment ³	<u>0.003</u>	<u>0.035</u>	
RCAF (Unadjusted) ⁴	1.068	1.104	3.4
Productivity Adjustment Factor ⁵	2.2275	2.2342	
RCAF (Adjusted) ⁶	0.479	0.494	3.1
PAF-5 ⁷	2.3539	2.3610	
RCAF-5 ⁸	0.454	0.468	3.1

¹ See All-Inclusive Index on page 3.

² All-Inclusive Index divided by the All-Inclusive Index in the base period (100.0).

³ The current figure is from Forecast vs. Actual All-Inclusive Index in this filing (page 4). The previous quarter figure is shown in a similar section of the previous quarter's filing.

⁴ Preliminary RCAF plus the forecast error adjustment.

⁵ See Productivity on page 5.

⁶ RCAF (Unadjusted) divided by the Productivity Adjustment Factor (PAF).

⁷ See Productivity on page 5.

⁸ RCAF (Unadjusted) divided by the PAF-5.

Appendixes

Labor Fourth Quarter 2010

The fourth quarter 2010 Labor Index is forecast to increase 3.1 percent. Almost all of the change was caused by rebenchmarking to 2009 wage statistics and annual report data.

Rebenchmarking and Reweighting: Rebenchmarking, as well as updating the internal weights (i.e., the proportion of labor costs represented by wages and supplements, respectively), is reflected each year in the fourth quarter filing. The Labor rate is basically a series of benchmarks from annual data that are updated each quarter using additional information such as labor agreements, payroll tax rates, health & welfare rates, and other data. By rebenchmarking to newer annual data, the number of quarterly updates from the benchmark year to the current quarter becomes fewer – increasing the theoretical accuracy of the Labor rate. Thus, the impact of rebenchmarking is captured in the Labor Index, and by itself can cause a change in the index.

The new benchmark year is 2009, and it replaces data for 2008. The 2009 data underlying the fourth quarter rebenchmarking are obtained from a summary of the railroads' 112-Class Wage Statistics and a summary of the railroads' Annual Report Form R-1 submitted to the Surface Transportation Board. Most noticeable in the new benchmark data is the significant decrease in total straight-time hours. While the big drop in straight-time hours is not surprising given the drop in demand for freight service in 2009, it is still a rare occurrence.

Statistics for the Elgin, Joliet and Eastern Railway (EJE) were added to the data set because CN's Class I railroad, Grand Trunk Corporation, includes the EJE in its new 2009 annual report data. EJE employees total to slightly less than 200, and these employees are concentrated in two unions, the BLET and UTU. [See Appendix H for common railroad and union abbreviations.] Some of EJE's employees were reassigned to other CN railroads, and therefore are included in other railroads' statistics.

The source for the wage and supplements internal weights, like the external weights, is also the Annual Report Form R-1 Summary. Unlike rebenchmarking, reweighting by itself cannot cause a change in the index. A linking process, where the previous quarter unlinked index is recalculated using the new weights, eliminates changes that would be caused solely by changing weights.

Wage Rate Index

The Wage Rate Index portion of the Labor Index increased 1.0 percent from the previous quarter because of rebenchmarking. Although the rebenchmarked straight-time hourly rate was 1.1 percent *lower*, the economic situation contributed to a newly-rebenchmarked pay for time not worked per straight-time hour that was up 9.7 percent.

Labor

Fourth Quarter 2010

Wage Increases: There were no general wage increases scheduled for the fourth quarter in the national agreements. A few CN railroads had August or September general wage increases that did not fully impact the third quarter, but fully impact the fourth quarter. This caused a \$0.001 increase in the base wage rate for the fourth quarter. All other change was caused by rebenchmarking.

Lump Sums: The rebenchmarked third quarter lump sum rate was higher because of the decrease in straight-time hours. The fourth quarter number is down slightly from the rebenchmarked third quarter because of an amount that was completely amortized and removed. A new performance bonus for a portion of one railroad's dispatchers was added, but the amount was less than the amount removed – resulting in a small (\$0.001) decrease in the Lump Sum rate. Thus, the fourth quarter Lump Sum rate is lower than the rebenchmarked third quarter rate, but higher than the original third quarter rate that used an older benchmark.

Back Pay: The back pay rate increased by \$0.003 because of rebenchmarking. Although a small amount was completely amortized and removed for the fourth quarter, it was too small to cause a difference from the rebenchmarked third quarter.

Other: In wages, "Other" contains the amortization of incentive compensation payments that the BNSF Railway makes each year to its dispatchers, yardmasters, and engineers. Currently, this amount is a payment made in 2010 for profit in 2009. On a straight-time hourly rate basis, rebenchmarking to fewer hours caused this rate to increase by one cent. The fourth quarter rate is unchanged from the rebenchmarked third quarter.

Supplements Index

Rebenchmarking to 2009 wage statistics and annual report data caused an increase in the Supplements Index.

Health & Welfare: The Health & Welfare rate increased 16.3 percent because of rebenchmarking to 2009 statistics. Health & Welfare costs are typically paid on a per-employee basis instead of an hourly basis. Although the employee count for 2009 is down from 2008, straight-time hours are down by an even higher percentage. This causes the hourly rate (health & welfare expense per straight time hour) to increase because the denominator (straight-time hours) of the calculation decreased at a higher rate than the numerator.

Railroad Retirement: The Railroad Retirement Rate was down 2.9 percent because of rebenchmarking.

Unemployment Insurance: The unemployment insurance hourly rate increased by \$0.004 because of rebenchmarking.

Labor Fourth Quarter 2010

Other: In supplements, the "Other" category is a reflection of all other known fringe benefits, and currently contains known employer contributions to employee 401(k) accounts and employer contributions to employee stock plans that are recorded as fringe benefits. Rebenchmarking (same dollar amount divided by fewer straight-time hours), caused this rate to increase, but lower employer contributions for the fourth quarter caused the fourth quarter rate to decrease from both the original and rebenchmark versions of the third quarter.

Labor Index Calculation

As shown in Table A-1 on the next page, the 1.0 percent increase in the Wage Rate Index and the 6.0 percent increase in the Supplements Index combined to cause a 3.1 percent increase in the Labor Index. The linked fourth quarter 2010 index of 367.4 is determined by multiplying the third quarter linked index of 356.3 times the change between the fourth quarter labor index (386.3) and the original third quarter labor index recalculated (374.6) using the original third quarter Wage Rate and Supplements indexes weighted with the new 2009 weights. This method eliminates changes caused by the new weights, but captures changes caused by rebenchmarking. Therefore, the purpose of the center "Updated to Reflect..." column in table A-1 is only to enable the reader to discern the impact of rebenchmarking.

Labor
Fourth Quarter 2010
Table A-1 Labor Index

	2010Q3		2010Q4	
	Used in Previous Index Filing	Updated to Reflect 2009 Actual Data	Based on 2009 Data	Pct Chg From Prev. Filing
Base Wage – Straight Time & Pay For Time Not Worked	\$35.633	\$35.975	\$35.976	1.0%
Adjustments:				
Lump Sum	0.136	0.154	0.153	12.5%
Back Pay	0.022	0.025	0.025	13.6%
Other	0.077	0.087	0.087	13.0%
Total Wages	<u>\$35.868</u>	<u>\$36.241</u>	<u>36.241</u>	1.0%
Health & Welfare Benefits	6.864	7.980	7.980	16.3%
RR Retirement & Medicare	7.155	6.944	6.944	-2.9%
Unemployment Insurance	0.275	0.279	0.279	1.5%
Other	0.132	0.150	0.086	-34.8%
Total Supplements	<u>\$14.426</u>	<u>\$15.353</u>	<u>\$15.289</u>	6.0%
Total Labor	\$50.294	\$51.594	\$51.530	
Wage Index¹	307.0	310.1	310.1	1.0%
Supplements Index²	533.1	567.4	565.0	6.0%
Total labor Index, 2008 Weights³	369.6			
Total labor Index, 2009 Weights⁴	374.6	387.0	386.3	
Labor Index (linked)⁵	356.3		367.4	3.1%

¹ 1980 wage rate \$11.685

² 1980 supplements rate \$2.706

³ 2008 weights: wages, supplements 72.3% 27.7%

⁴ 2009 weights: wages, supplements 70.1% 29.9%

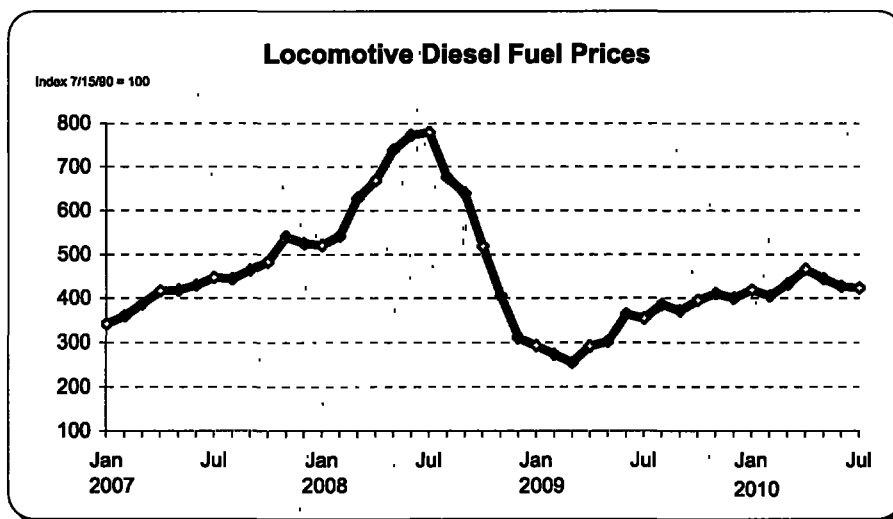
⁵ 2010Q4 linked Index = 2010Q3_{linked} x (2010Q4_{WT2009} / 2010Q3_{WT2009})
= 356.3 x 386.3 / 374.6

Fuel

Fourth Quarter 2010

The forecast for fuel is based on: (1) a survey of railroad fuel purchasing officers concerning current price and volume levels, (2) expectations of railroad purchasing officers based on their own forecast models and discussions with their major suppliers, and (3) a consensus of petroleum industry experts and general business publications.

After huge price drops in the last half of 2008, locomotive diesel fuel prices began an upward trend in April 2009. However, locomotive diesel fuel prices have decreased slightly during the most recent three months. July is the latest month available for locomotive diesel fuel prices, but crude oil and distillates spot price data are available through the end of August from the U.S. Energy Information Administration (EIA).^{*} Weekly spot prices for heating oil and crude oil have been lower than they were for July.^{**} The EIA recently noted that "(S)tocks of crude oil, motor gasoline, distillate fuel, and other petroleum products are currently ample, with inventories in many regions well above the 5-year average range for this time of year. This abundant supply provides a buffer against disruptions...." Thus, the summer's platform disaster in the Gulf of Mexico has not had a significant impact on fuel prices. Railroads believe locomotive diesel fuel prices for October 2010 (Q4) will be 2.4 percent lower than the previous quarter's (too high) forecast for July, although prices are expected to be slightly higher than the July price actually paid.



Forecast Fuel Index	264.5
Change from previous quarter forecast	-2.4%
Change from previous quarter actual	1.2%

^{*} Heating oil and locomotive diesel fuel are part of a group of closely related products, commonly labeled as distillates, that differ mostly by their sulfur content. Because of these similarities, these fuels are produced together and have similar pricing trends.

^{**} Diesel fuel used by locomotives is made from refined crude oil, and therefore usually has some price correlation.

Materials & Supplies

Fourth Quarter 2010

The fourth quarter 2010 Materials & Supplies Index increased 4.4 percent from the third quarter value. The increase was caused by higher prices paid in the Metal Products and Miscellaneous Products categories. Metal Products includes rail and wheel sets among its items, while Miscellaneous Products includes ballast, locomotive lube oil, and other items that do not fit in the Metal and Forest Products categories. Despite the increase, the index remains below the third quarter 2009 peak of 255.9.

2010Q4 Materials & Supplies Index = 251.7

2010Q3 Materials & Supplies Index = 241.0

Difference	10.7 basis points
	or
	4.4 %

Equipment Rents

Fourth Quarter 2010

The Equipment Rents Index consists of two components – car hire and lease rentals. The methodology used to create these two components and the final Equipment Rents Index are explained below.

Car Hire

The car hire component is indexed using data from the Car Hire Accounting Rate Master (CHARM) file. Car hire rates for the forecast quarter are estimated based on data for the most recent month available. For the first quarter, December 1 of the previous year is used. For the second, third and fourth quarters; March 1, June 1, and September 1 are used, respectively. Using data retrieved from the latest CHARM file, an average rate per car is developed. Next, those average rates are grouped into car type categories to create an overall summary of car hire rates. The summary rates are then compared from quarter to quarter to determine the Car Hire Index.

Lease Rentals

The lease rentals portion of the Equipment Rents Index uses the Producer Price Index for Industrial Commodities less Fuel and Related Products and Power (PPI-LF). The Commission adopted this surrogate in its decision served March 13, 1987. The AAR uses six years of historical data to derive its forecast for the PPI-LF. The forecast is used not only for lease rentals, but also for the "Other" component of the All-Inclusive Index. Appendix G discusses the forecast in more detail.

Equipment Rents Index Calculation

The table below calculates the Equipment Rents Index, and features new weights based on 2009. To eliminate any changes caused by the new weights, the third quarter weighted average (but not the linked value) has been recalculated using the new weights. The original third quarter weighted average using 2008 weights is 199.7. The fourth quarter Car Hire portion of the Index increased 1.1 percent because of higher rates for privately-owned tank cars. A 4.8 percent decrease for the PPI-LF (See Appendix G) used as a proxy for Lease Rentals, combined with the 1.1 percent increase for Car Hire, caused the Equipment Rents Index to decrease 2.5 percent. Thus, the 2010Q4 Equipment Rents Index has fallen below its values for 2010Q3 and 2010Q2.

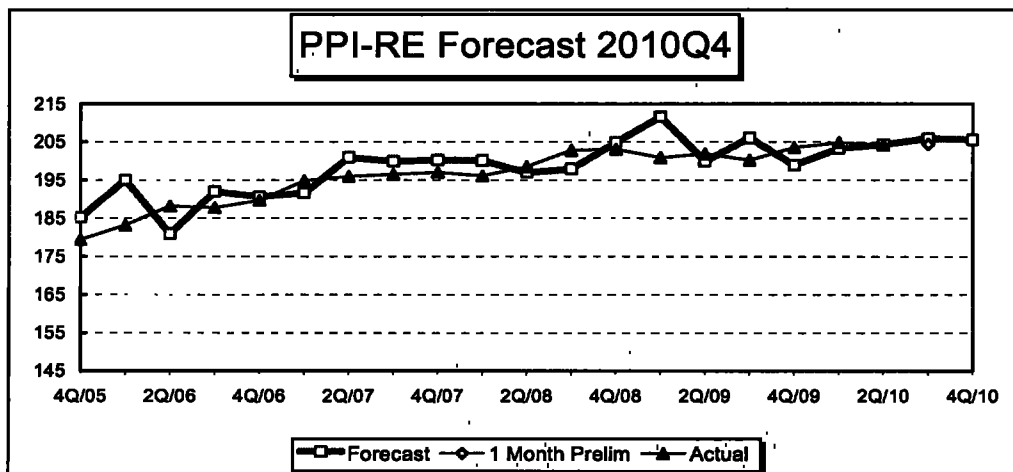
	2009 Weight	2010Q3	2010Q4	Percent Change
Car Hire	42.2%	182.9	185.0	1.1 %
Lease Rentals	57.8%	212.9	202.6	-4.8
Weighted Average		200.2	195.2	-2.5
Weighted Average (Linked)		204.9	199.8	-2.5

Depreciation

Fourth Quarter 2010

The Producer Price Index for Railroad Equipment (PPI-RE) is used to index depreciation expense. The PPI-RE is forecast using an ARIMA (Auto-Regressive Integrated Moving Average) process where a statistical package picks the model that best fits the historical data set (see next page), and that model is then used for the forecast. The historical data set contains 6 years of monthly data (a sample size of 72), where the most recent available data point is the first month of the quarter prior to the forecast quarter. For a first quarter forecast, the most recent month of data available would be for October of the prior year. For a second quarter forecast, January would normally be the most recent period available. April and July would be the most recent months available for third and fourth quarter forecasts, respectively. The output from the forecast model is shown on page 2 of this appendix on a 1982=100 basis. The figure forecast by the model reflects monthly PPI-RE figures that have changed by only small amounts during 2010.

Forecast of Depreciation Index (1982=100)	185.8
Forecast of Depreciation Index (1980=100)	205.5
Change from previous quarter forecast	-0.2%
Change from actual first month of previous quarter	0.5%
Change from same quarter of prior year (actual)	1.0%



Depreciation

Fourth Quarter 2010

PPI RAILROAD EQUIPMENT

Recommended model: Exponential Smoothing

Forecast Model for PPIRE

Holt exponential smoothing: Linear trend, No seasonality

Component	Smoothing Weight	Final Value
Level	0.96535	184.80
Trend	0.06180	0.25781

Within-Sample Statistics

Sample size 72	Number of parameters 2
Mean 172.8	Standard deviation 10.94
R-square 0.9834	Adjusted R-square 0.9832
Durbin-Watson 1.992	Ljung-Box(18)=21.98 P=0.7671
Forecast error 1.418	BIC 1.483
MAPE 0.006	RMSE 1.398
MAD 1.018	

Actual Values for the Most Recent 6 Periods:

Date	Actual
2010-02	184.700
2010-03	184.500
2010-04	184.500
2010-05	184.600
2010-06	184.600
2010-07	184.800

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2010-08	182.153	185.060	187.968
2010-09	181.154	185.318	189.482
2010-10	180.455	185.576	190.696
2010-11	179.909	185.834	191.758
2010-12	179.460	186.092	192.724
QTR AVG	179.941	185.834	191.726

Interest

Fourth Quarter 2010

The Interstate Commerce Commission, in its decision served February 28, 1989, revised the All-Inclusive Index methodology to include a specific interest component, which is to track changes in the average interest rate from year to year. The interest rate is essentially the embedded cost of debt, i.e., total interest expense divided by average total long term debt. The interest rate is calculated for the most recent year and used until the next year's figures are available. Typically in the fourth quarter filing, the interest rate is updated to the new level. The source for interest expense is Schedule 210, column b, from the R-1 annual report. The lines used from current R-1 annual reports are listed below. The source for average total debt is Schedule 200 from the R-1 annual report. The sums of data from columns b and c (ending and beginning balances) are combined and divided by 2 to compute an average balance. The line numbers are listed below. Beginning with fourth quarter 2010, the Interest Index is based on data for 2009.

Interest Expense (Schedule 210)

Line	
42	Total Fixed Charges
44	Contingent Interest
less	
22	Release of Premium on Funded Debt

Average Total Debt (Schedule 200)

Line	
30	Current Loans and Notes Payable
39	Equipment Obligations and Other Long Term Debt Due Within One Year
41	Funded Debt Unmatured - Non-Current
42	Equipment Obligations - Non-Current
43	Capitalized Lease Obligations - Non-Current
44	Debt in Default - Non-Current
45	Accounts Payable: Affiliated Companies - Non-Current
46	Unamortized Debt Premium - Non-Current

2009	Interest Rate	6.63%
1980	Interest Rate	7.85%
2010Q4	Interest Index	84.5
2010Q3	Interest Index	83.9
	Percent Change	0.7%

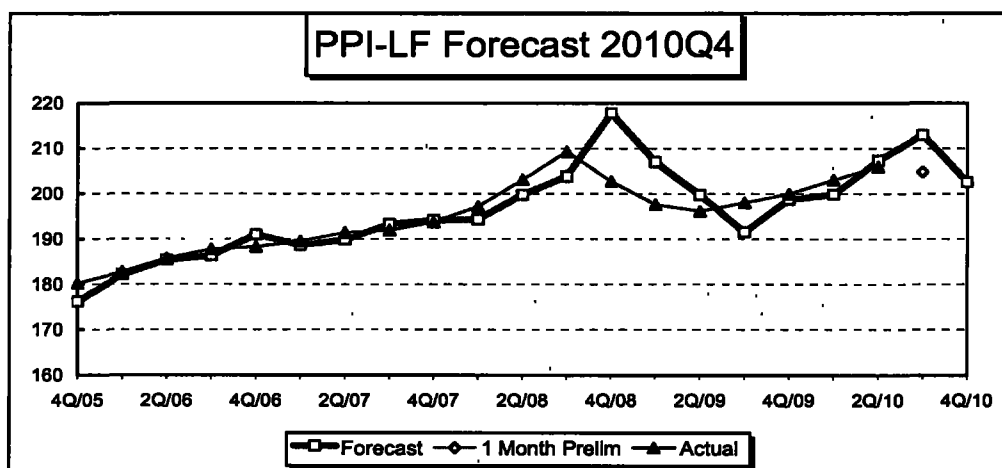
Other Expenses

Fourth Quarter 2010

The Producer Price Index for Industrial Commodities less Fuels and Related Products and Power (PPI-LF) is used to index purchased services, casualties and insurance, loss and damage, taxes (other than income and payroll), general and administrative expenses, and lease rentals. These expenses, when grouped together, are usually called "Other" expenses.

Like the PPI-RE, the PPI-LF is forecast using an ARIMA process on 6 years of monthly data (a sample size of 72) with the most recent available monthly data being the first month of the quarter prior to the forecast quarter. For a first quarter forecast, the most recent month of data available would be for October of the prior year. For a second quarter forecast, January would normally be the most recent month available. April and July would be the most recent months available for third and fourth quarter forecasts respectively. The output from the forecast model is shown on page 2 of this appendix for 1982=100. The figure forecast by the model for the fourth quarter reflects monthly PPI-LF figures that decreased in June and July. Possibly similar to the second half of 2008, the model may have been one quarter late in its detection of a changing trend in the PPI-LF.

Forecast of Other Expense Index (1982=100)	180.7
Forecast of Other Expense Index (1980=100)	202.6
Change from previous quarter forecast	-4.8%
Change from actual first month of previous quarter	-1.1%
Change from same quarter of prior year (actual)	1.4%



Other Expenses

Fourth Quarter 2010

PPI INDUSTRIAL COMMODITIES LESS FUELS AND RELATED PRODUCTS AND POWER

Recommended model: Box-Jenkins
Forecast Model for PPILF
ARIMA(0,2,0) with log transform

Within-Sample Statistics

Sample size 72	Number of parameters 0
Mean 5.138	Standard deviation 0.0564
R-square 0.9944	Adjusted R-square 0.9944
Durbin-Watson 2.011	Ljung-Box(18)=18.26 P=0.5612
Forecast error 0.004206	BIC 0.7163
MAPE 0.003121	RMSE 0.737
MAD 0.5399	

Actual Values for the Most Recent 6 Periods:

Date	Actual
2010-02	181.200
2010-03	182.400
2010-04	183.800
2010-05	184.000
2010-06	183.200
2010-07	182.700

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2010-08	180.684	182.201	183.731
2010-09	178.339	181.704	185.133
2010-10	175.628	181.208	186.966
2010-11	172.625	180.714	189.181
2010-12	169.386	180.220	191.748
QTR AVG	172.546	180.714	189.298

Railroad and Union Abbreviations

Fourth Quarter 2010

Railroads

BLE	Bessemer & Lake Erie Railroad (Part of CN's Grand Trunk Corp.)
BNSF	BNSF Railway Company
CC	Chicago, Central & Pacific (Part of CN's Grand Trunk Corp. Sometimes noted as CC&P.)
CN	Canadian National Railway (Commonly known as CN, owns Grand Trunk Corporation.)
CNGT	AAR's abbreviation for Grand Trunk Corporation (Almost all of CN's U.S. operations.)
CP	Canadian Pacific (Also noted as CPR. Owns the U.S. Class I railroad Soo Line.)
CSX	CSX Transportation
D&H	Delaware & Hudson (Canadian Pacific's U.S. operations, to be included beginning 2011Q4.)
DME	Dakota, Minnesota & Eastern (Canadian Pacific's U.S. operations, to be included beginning 2011Q4.)
DMIR	Duluth, Missabe & Iron Range Company (Part of CN's Grand Trunk Corp.)
DWP	Duluth, Winnipeg & Pacific Railway (Part of CN's Grand Trunk Corp.)
EJE	Elgin, Joliet & Eastern Railway (Part of CN's Grand Trunk Corp.)
GTW	Grand Trunk Western Railroad (Part of CN's Grand Trunk Corp.)
IC	Illinois Central Railroad (Part of CN's Grand Trunk Corp.)
KCS	Kansas City Southern Railway
NS	Norfolk Southern Combined Railroad Subsidiaries (a.k.a. Norfolk Southern Railway or NS Rail)
SOO	Soo Line Railroad (Canadian Pacific's western U.S. operations.)
UP	Union Pacific Railroad
WC	Wisconsin Central and subsidiaries (Part of CN's Grand Trunk Corp.)

Major Unions Involved with Railroads

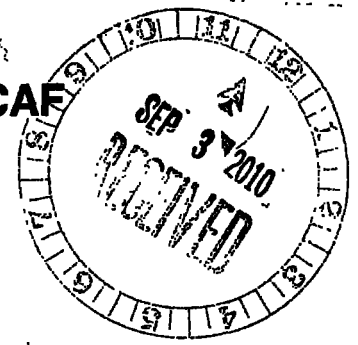
ATDA	American Train Dispatchers Association
BLET	Brotherhood of Locomotive Engineers and Trainmen Division of the International Brotherhood of Teamsters
BMWED	Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters
BRS	Brotherhood of Railroad Signalmen
IAM	International Association of Machinists and Aerospace Workers
IBBM	International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers
IBEW	International Brotherhood of Electrical Workers
NCFO	National Conference of Firemen and Oilers
SMW	Sheet Metal Workers' International Association
TCU	Transportation Communication International Union
TCU-Carmen	Brotherhood of Railway Carmen Division of the Transportation Communications International Union
UTU	United Transportation Union
UTU-Yard	United Transportation Union Yardmaster Department (also noted as UTU-YMD)

Predecessor Unions (Some AAR databases use these old abbreviations.)

BLE	Brotherhood of Locomotive Engineers (predecessor to BLET)
BMWED	Brotherhood of Maintenance of Way Employees (predecessor to BMWED)
BRC	Brotherhood of Railway Carmen (predecessor to TCU-Carmen)
IBFO	International Brotherhood of Firemen and Oilers (predecessor to NCFO)

Workpapers Sent to STB for 2010 Q4 RCAF

September 3, 2010



1. Index Calculation Spreadsheet (index_calc.xls, 2 pages)
2. Summary of ST and PFTNW Hourly Rates (Summary.xls)
3. RCAF Taxable Wages adjustment calculation (TaxableRate.xls)
4. National Contracts spreadsheet, 2 sections (2 and 5 pages)
5. U.S. 2009 Benchmark spreadsheet
6. Wall Street Journal - 13 week Treasury Bill Rate from latest auction (a.k.a. 3-Mo. T-Bill)
7. 2009/Q4 RCAF Lump Sum Amortization (3 pages)
8. Independent labor agreement page for one railroad union Bonus Program
9. 2009/Q4 RCAF Back Pay Amortization (3 pages)
10. Health & Welfare worksheet (3 pages) and 3 NRLC memos
11. Railroad Retirement spreadsheet (5 pages) and RRB web page with tax rates and taxable earnings
12. Unemployment Insurance worksheet
13. 2-page SAS run for Unemployment Insurance
14. 7 pages from the Energy Information Administration's *This Week in Petroleum*
15. Summary of Materials & Supplies (one page)
16. Car Hire Spreadsheet (2 pages) plus 2 source data pages for September 1, 2010
17. 4 pages of PPI-RE for Depreciation including graph, input/output, and BLS source data
18. Interest Rate Index calculation using 2009 data.
19. 4 pages of PPI-LF for Other (and Lease Rentals) incl. graph, input/output, BLS source data
20. Forecast Error calculation and workpapers (11 pages: calc, index, fuel, 4 car hire, 2 deprec, 2 other)

Benchmarking Data

1. RCAF Weights based on 2009 data (2 pages)
2. Railroad Retirement & Medicare 2009 Payroll Tax Calculation (2 pages)
3. Railroad Retirement & Medicare 2008 Earnings Distribution (2 pages, latest available data from RRB)

RCAF All-Inclusive Index's Labor Index Based on 2009 Benchmarks

	09 Wts.	3Q/10		3Q/10 Rebenchd	% Chg	4Q/10	% Chg fr. Orig	1Q/11		% Chg	2Q/11	% Chg	3Q/11	% Chg
		Original												
Straight Time		\$28.878	\$28.562		-1.1%	\$28.563	-1.1%			--				--
PFTNW		\$6.755	\$7.413		9.7%	\$7.413	9.7%			--				--
Total		\$35.633	\$35.975		1.0%	\$35.976	1.0%	\$0.000		--	\$0.000		\$0.000	--
Adjustments														
Lump Sum		\$0.136	\$0.154			\$0.153								
Back Pay		\$0.022	\$0.025			\$0.025								
Other		\$0.077	\$0.087			\$0.087								
Total Wages		\$35.868	\$36.241		1.0%	\$36.241	1.0%	\$0.000		--	\$0.000		\$0.000	--
Pre-Tax Reduction		(\$1.192)	(\$1.238)			(\$1.238)								
Taxable Wages		\$34.676	\$35.003			\$35.003		\$0.000			\$0.000		\$0.000	
H & W		\$6.864	\$7.980		16.3%	\$7.980	16.3%			--				--
RR Ret & Medicare		\$7.155	\$6.944		-2.9%	\$6.944	-2.9%			--				--
Unemp. Insurance		\$0.275	\$0.279		1.5%	\$0.279	1.5%			--				--
Other		\$0.132	\$0.150		13.6%	\$0.086	-34.8%			--				--
Total		\$14.426	\$15.353		6.4%	\$15.289	6.0%	\$0.000		--	\$0.000		\$0.000	--
Adjustments														
Total Suppl.		\$14.426	\$15.353		6.4%	\$15.289	6.0%	\$0.000		--	\$0.000		\$0.000	--
Total Labor		\$50.294	\$51.594		2.6%	\$51.530	2.5%	\$0.000		--	\$0.000		\$0.000	--
Wage Rate Index	0.7010	307.0	310.1		1.0%	310.1	1.0%	0.0		--	0.0		0.0	--
Suppl Index	0.2990	533.1	567.4		6.4%	565.0	6.0%	0.0		--	0.0		0.0	--
Total Labor Index '08 Wts.		369.6												
Total Labor Index '09 Wts.		374.6	387.0		3.3%	386.3	3.1%	0.0		--	0.0		0.0	--
Labor Index (Linked)		356.3				367.4	3.1%	0.0	-100.0%		#DIV/0!		#DIV/0!	--

All Inclusive Index and RCAF

	09 Wts	3Q/10	3Q/10 09 Wts	% Chg	4Q/10	% Chg	1Q/11	% Chg	2Q/11	% Chg	3Q/11	% Chg
Labor	0.347	356.30	356.3	0.0%	367.4	3.1%			#DIV/0!	--	#DIV/0!	--
Fuel	0.149	270.90	270.9	0.0%	264.5	-2.4%			#DIV/0!	--	#DIV/0!	--
M&S	0.051	241.00	241.0	0.0%	251.7	4.4%			#DIV/0!	--	#DIV/0!	--
Equip. Rents	0.071	204.90	204.9	0.0%	199.8	-2.5%			#DIV/0!	--	#DIV/0!	--
Depreciation	0.139	205.90	205.9	0.0%	205.5	-0.2%			#DIV/0!	--	#DIV/0!	--
Interest	0.030	83.90	83.9	0.0%	84.5	0.7%			84.5	0.0%	84.5	0.0%
Other	0.213	212.90	212.9	0.0%	202.6	-4.8%			--	--	--	--
Weighted Avg.	1.000	268.10	267.3	-0.3%	268.2	0.3%			2.5	-99.1%	#DIV/0!	--
Linked		262.00			262.9	0.3%			2.5	-99.0%	#DIV/0!	--
	Basing Factor											
10/1/80 basis	102.7	255.10			256.0	0.4%			2.4	-99.1%	#DIV/0!	--
10/1/82	120.9	216.70			217.5	0.4%			2.1	-99.0%	#DIV/0!	--
4Q/87	132.2	198.20			198.9	0.4%			1.9	-99.0%	#DIV/0!	--
4Q/92	156.9	167.00			167.6	0.4%			1.6	-99.0%	#DIV/0!	--
4Q/97	173.2	151.30			151.8	0.3%			1.4	-99.1%	#DIV/0!	--
4Q/02	192.1	136.40			136.9	0.4%			1.3	-99.1%	#DIV/0!	--
4Q/07 basis	245.9	106.50			106.9	0.4%			1.0	-99.1%	#DIV/0!	--
Car Hire	0.422	182.90	182.9	0.0%	185.0	1.1%			--	--	--	--
Lease Rents	0.578	212.90	212.9	0.0%	202.6	-4.8%			0.0	--	0.0	0.0
Wghted Avg Eq Rents		199.70	200.2	0.3%	195.2	-2.5%			0.0	--	0.0	0.0
Linked Equipment Rents		204.90			199.8	-2.5%			0.0	-100.0%	#DIV/0!	--
Preliminary RCAF		1.065			1.069	0.38%			0.010	-99.1%	#DIV/0!	--
Forecast Error Adj.		0.003			0.035							
RCAF Unadjusted		1.068			1.104	3.37%			0.010	-99.1%	#DIV/0!	--
PAF		2.2275			2.2342	0.30%			2.2409	0.30%		--
RCAF Adjusted		0.479			0.494	3.13%			0.004	-99.2%	#DIV/0!	--
PAF-5		2.3539			2.3610	0.30%			2.3681	0.30%		--
RCAF-5		0.454			0.468	3.08%			0.004	-99.1%	#DIV/0!	--

Hourly Rate for 2010 Q4

Straight Time and Time Paid For But Not Worked

2010Q4 Straight Time Hourly Rate (from national spreadsheet)
 Rebenchmarked to 2009 Wage Statistics

\$28.481

Adjustments to 2009 base:

Adjustments added 2010 Q1

CN Railroads	Mostly non-union wage increases	0.002 ✓
Dispatcher 4 (BNSF, CSX, KCS, NS)	5% GWI for CSX ATDA-East (30% total)	0.001 ✓
Misc. Independent BLET, Yardmasters, Dispatchers	4.5% GWI for non-union UP dispatchers	0.008 ✓
SOO	No change	0.000 ✓

Adjustments added 2010 Q2

CN Railroads	3.24% GWI for WC BLET	0.001 ✓
Dispatcher 4 (BNSF, CSX, KCS, NS)	No change	0.000 ✓
Misc. Independent BLET, Yardmasters, Dispatchers	New agreements received for BNSF BLET and CSX BLET with January 2010 wage increases	0.044 ✓
SOO	No change	0.000 ✓

Adjustments added 2010 Q3

CN Railroads	\$0.10 for some unions plus 6 2006 and 1 2009 contracts that AAR received in May 2010	0.003 ✓
Dispatcher 4 (BNSF, CSX, KCS, NS)	No change	0.000 ✓
Misc. Independent BLET, Yardmasters, Dispatchers	3% GWI for NS BLET	0.022 ✓
SOO	No change	0.000 ✓

Adjustments added 2010 Q4

CN Railroads	Full quarter 3% GWI for WC UTU (effective Aug 1) and DWP BLET & UTU (effective Sep 1)	0.001 ✓
Dispatcher 4 (BNSF, CSX, KCS, NS)	No change	0.000 ✓
Misc. Independent BLET, Yardmasters, Dispatchers	No change	0.000 ✓
SOO	No change	0.000 ✓

Adjusted STHR Total

\$28.563

Pay For Time Not Worked

PFTNW (from national spreadsheet)

\$7.392 ✓

Ratio Adj STHR to Nat STHR

28.563 / 28.481 =

1.00288

Adjusted Pay For Time Not Worked

\$7.413

Notes:

1. CN Railroads includes B&LE, CC&P, DMIR, DW&P, EJE, GTW, IC, and WC
2. "Dispatcher 4" was benchmarked based on 2009 Wage Statistics as independent, even though the new national ATDA contract was signed September 1, 2007.

RCAF Taxable Wages

(To Use for Railroad Retirement and Unemployment Insurance Payroll Tax Calculations)

In the RCAF calculation, Total Wages are the wages paid, while Taxable Wages are the wages on which to base payroll tax calculations. The difference is caused by pre-tax employee contributions to help pay Health & Welfare costs. This page calculates that wage rate difference.

The national agreements feature employee Health & Welfare cost sharing. Some of the independent agreements adopt the dollar amount contributed under the national agreement, and some have their own employee contribution rate such as the CN Management H&W Plan. This Cost Sharing is a pre-tax employee contribution to Health & Welfare insurance premiums paid by the employer. The employee contribution reduces employer Health & Welfare costs, while the Health & Welfare insurance premiums paid to the provider are unchanged. In the RCAF calculation, the reduction to the employer's Health & Welfare costs affect the Supplements portion of the Labor component of the index. The Taxable Wage Rate is used for Railroad Retirement and Unemployment Insurance calculations.

Reduction Calculation for 4Q/2010

U.S. ST Hours =

285,665,673

Wage Statistics are for 2009.

Union Group	Employees	Mo. Rate	Annual \$
National BLET (BNSF, CSX, KCS, NS, UP)	22,915	(\$200.00)	(\$54,996,000.00)
National BMWE (BNSF, CSX, KCS, NS, UP)	23,526	(\$200.00)	(\$56,462,400.00)
National BRS (BNSF, CSX, KCS, NS, UP)	6,211	(\$200.00)	(\$14,906,400.00)
National IAM (BNSF, CSX, KCS, NS, UP)	6,631	(\$200.00)	(\$15,914,400.00)
National IBBM (BNSF, CSX, KCS, NS, UP)	844	(\$200.00)	(\$2,025,600.00)
National IBEW (BNSF, CSX, KCS, NS, UP)	5,047	(\$200.00)	(\$12,112,800.00)
National NCFO (BNSF, CSX, KCS, NS, UP)	2,356	(\$200.00)	(\$5,654,400.00)
National SMW (BNSF, CSX, KCS, NS, UP)	971	(\$200.00)	(\$2,330,400.00)
National TCU (BNSF, CSX, KCS, NS, UP)	6,300	(\$200.00)	(\$15,120,000.00)
National TCU-CAR (BNSF, CSX, KCS, NS, UP)	9,633	(\$200.00)	(\$23,119,200.00)
National UTU (BNSF, CSX, KCS, NS, UP)	37,000	(\$200.00)	(\$88,800,000.00)
National UTU-Yardmasters (BNSF, CSX, KCS, NS)	1,576	(\$200.00)	(\$3,782,400.00)
Indep. Dispatchers (wt avg BNSF, CSX, KCS, NS)	1,797	(\$200.00)	(\$4,312,800.00)
Independent CNGT (wt avg all 104 union categories)	5,978	(\$113.26)	(\$8,124,819.36)
Independent SOO (wt avg all 13 unions)	2,250	(\$200.00)	(\$5,400,000.00)
Independent UP (Yardmasters only)	424	(\$200.00)	(\$1,017,600.00)
Total Union	133,459		(\$314,079,219.36)
All Other @ \$3,295,319.08 total per month			(\$39,543,828.96)
Total			(\$353,623,048.32)

Reduction in Wage Rate Per ST Hour	-\$1.23789129
Deduct this amount from the Wage Rate	-\$1.238

National Contracts U.S.

Straight Time Hourly Rate														Check Sum
	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER
Weight	0.22231	0.04073	0.16239	0.00611	0.04223	0.15795	0.06417	0.01498	0.04267	0.00537	0.03279	0.01555	0.01223	0.18053
2009 Avg.	24.129	24.750	24.981	24.642	26.199	22.237	24.409	20.331	24.835	23.461	25.084	34.485	31.896	42.756
12/31/09	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	42.756
1/1/10	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680
4/1/10	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680
7/1/10	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680
10/1/10	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680
1/1/11	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680
4/1/11	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680
7/1/11	24.658	25.279	25.429	25.180	26.762	22.718	24.937	20.775	25.376	23.972	25.629	34.795	32.562	44.680

Weighted Straight Time Hourly Rate

UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER	Total
2009 Avg.	5.364	1.008	4.057	0.151	1.106	3.512	1.566	0.305	1.060	0.126	0.823	0.390	7.719	27.722
12/31/09	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	7.719	28.134
1/1/10	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481
4/1/10	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481
7/1/10	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481
10/1/10	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481
1/1/11	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481
4/1/11	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481
7/1/11	5.482	1.030	4.129	0.154	1.130	3.588	1.600	0.311	1.083	0.129	0.840	0.398	8.066	28.481

Note: The 2009 Average and 12/31/09 Straight Time Hourly Rates are the industry rates, and include all Class I railroad employees. The rates for 1/1/10 through 7/1/11 are based on the industry year-end rates updated by NATIONAL UNION wage increases using contract information. These national increases are diluted using "percent national" ratios to account for non-national union contracts. The impacts of non-national (or independent contract) increases after 2009 are not shown on this page and are handled separately.

National Contracts U.S.

Pay For Time Not Worked Hourly Rate

	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER
Weight	0.22231	0.04073	0.16239	0.00611	0.04223	0.15795	0.06417	0.01498	0.04267	0.00537	0.03279	0.01555	0.01223	0.18053
2009 Avg.	11.696	6.332	12.641	4.494	6.233	4.780	4.583	3.571	5.013	4.954	5.200	7.604	9.613	1.586
12/31/09	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.586
1/1/10	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657
4/1/10	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657
7/1/10	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657
10/1/10	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657
1/1/11	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657
4/1/11	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657
7/1/11	11.953	6.467	12.867	4.592	6.367	4.883	4.682	3.649	5.122	5.062	5.313	7.672	9.814	1.657

Pay For Time Not Worked Hourly Rate

	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER	Total
2009 Avg.	2.600	0.258	2.053	0.027	0.263	0.755	0.294	0.054	0.214	0.027	0.171	0.118	0.118	0.286	7.237
12/31/09	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.286	7.379
1/1/10	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392
4/1/10	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392
7/1/10	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392
10/1/10	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392
1/1/11	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392
4/1/11	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392
7/1/11	2.657	0.263	2.090	0.028	0.269	0.771	0.300	0.055	0.219	0.027	0.174	0.119	0.120	0.299	7.392

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UTU

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				24.12851	11.69581
12/31/09 Industry Rate				24.65831	11.95262
1/1/10			94.612%	24.65831	11.95262
4/1/10			94.612%	24.65831	11.95262
7/1/10			94.612%	24.65831	11.95262
10/1/10			94.612%	24.65831	11.95262
1/1/11			94.612%	24.65831	11.95262
4/1/11			94.612%	24.65831	11.95262
7/1/11			94.612%	24.65831	11.95262

TCU

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				24.74989	6.33203
12/31/09 Industry Rate				25.27907	6.46742
1/1/10			88.407%	25.27907	6.46742
4/1/10			88.407%	25.27907	6.46742
7/1/10			88.407%	25.27907	6.46742
10/1/10			88.407%	25.27907	6.46742
1/1/11			88.407%	25.27907	6.46742
4/1/11			88.407%	25.27907	6.46742
7/1/11			88.407%	25.27907	6.46742

BLET

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				24.98057	12.64060
12/31/09 Industry Rate				25.42879	12.86741
1/1/10			32.734%	25.42879	12.86741
4/1/10			32.734%	25.42879	12.86741
7/1/10			32.734%	25.42879	12.86741
10/1/10			32.734%	25.42879	12.86741
1/1/11			32.734%	25.42879	12.86741
4/1/11			32.734%	25.42879	12.86741
7/1/11			32.734%	25.42879	12.86741

U.S. National Contract

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SMWIA

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				24.64178 ✓	4.49376
12/31/09 Industry Rate				25.18001 ✓	4.59191
1/1/10			97.564% ✓	25.18001	4.59191
4/1/10			97.564%	25.18001	4.59191
7/1/10			97.564%	25.18001	4.59191
10/1/10			97.564%	25.18001	4.59191
1/1/11			97.564%	25.18001	4.59191
4/1/11			97.564%	25.18001	4.59191
7/1/11			97.564%	25.18001	4.59191

BRS

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				26.19918 ✓	6.23275
12/31/09 Industry Rate				26.76237 ✓	6.36673
1/1/10			94.643% ✓	26.76237	6.36673
4/1/10			94.643%	26.76237	6.36673
7/1/10			94.643%	26.76237	6.36673
10/1/10			94.643%	26.76237	6.36673
1/1/11			94.643%	26.76237	6.36673
4/1/11			94.643%	26.76237	6.36673
7/1/11			94.643%	26.76237	6.36673

BMWE

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				22.23699 ✓	4.77977 ✓
12/31/09 Industry Rate				22.71759 ✓	4.88308
1/1/10			92.767%	22.71759	4.88308
4/1/10			92.767%	22.71759	4.88308
7/1/10			92.767%	22.71759	4.88308
10/1/10			92.767%	22.71759	4.88308
1/1/11			92.767%	22.71759	4.88308
4/1/11			92.767%	22.71759	4.88308
7/1/11			92.767%	22.71759	4.88308

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TCU-Carmen

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				24.40894	4.58265
12/31/09 Industry Rate				24.93719	4.68183
1/1/10			92.794%	24.93719	4.68183
4/1/10			92.794%	24.93719	4.68183
7/1/10			92.794%	24.93719	4.68183
10/1/10			92.794%	24.93719	4.68183
1/1/11			92.794%	24.93719	4.68183
4/1/11			92.794%	24.93719	4.68183
7/1/11			92.794%	24.93719	4.68183

NCFO

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				20.33148	3.57140
12/31/09 Industry Rate				20.77515	3.64934
1/1/10			95.953%	20.77515	3.64934
4/1/10			95.953%	20.77515	3.64934
7/1/10			95.953%	20.77515	3.64934
10/1/10			95.953%	20.77515	3.64934
1/1/11			95.953%	20.77515	3.64934
4/1/11			95.953%	20.77515	3.64934
7/1/11			95.953%	20.77515	3.64934

IAM

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				24.83462	5.01278
12/31/09 Industry Rate				25.37578	5.12202
1/1/10			95.491%	25.37578	5.12202
4/1/10			95.491%	25.37578	5.12202
7/1/10			95.491%	25.37578	5.12202
10/1/10			95.491%	25.37578	5.12202
1/1/11			95.491%	25.37578	5.12202
4/1/11			95.491%	25.37578	5.12202
7/1/11			95.491%	25.37578	5.12202

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IBBM

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				23.46139	4.95430
12/31/09 Industry Rate				23.97190	5.06210
1/1/10			93.594%	23.97190	5.06210
4/1/10			93.594%	23.97190	5.06210
7/1/10			93.594%	23.97190	5.06210
10/1/10			93.594%	23.97190	5.06210
1/1/11			93.594%	23.97190	5.06210
4/1/11			93.594%	23.97190	5.06210
7/1/11			93.594%	23.97190	5.06210

IBEW

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				25.08385	5.20007
12/31/09 Industry Rate				25.62873	5.31303
1/1/10			94.982%	25.62873	5.31303
4/1/10			94.982%	25.62873	5.31303
7/1/10			94.982%	25.62873	5.31303
10/1/10			94.982%	25.62873	5.31303
1/1/11			94.982%	25.62873	5.31303
4/1/11			94.982%	25.62873	5.31303
7/1/11			94.982%	25.62873	5.31303

ATDA

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				34.48471	7.60356
12/31/09 Industry Rate				34.79547	7.67208
1/1/10			0.000%	34.79547	7.67208
4/1/10			0.000%	34.79547	7.67208
7/1/10			0.000%	34.79547	7.67208
10/1/10			0.000%	34.79547	7.67208
1/1/11			0.000%	34.79547	7.67208
4/1/11			0.000%	34.79547	7.67208
7/1/11			0.000%	34.79547	7.67208

Each railroad has been benchmarked as independent even though a national agreement was signed 8/1/07.

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YDMSTRS

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				31.89584	9.61348 ✓
12/31/09 Industry Rate				32.56242 ✓	9.81439
1/1/10			45.943% ✓	32.56242	9.81439
4/1/10			45.943%	32.56242	9.81439
7/1/10			45.943%	32.56242	9.81439
10/1/10			45.943%	32.56242	9.81439
1/1/11			45.943%	32.56242	9.81439
4/1/11			45.943%	32.56242	9.81439
7/1/11			45.943%	32.56242	9.81439

OTHER

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2009 Industry Avg.				42.75593 ✓	1.58588
12/31/09 Industry Rate				42.75593	1.58588
1/1/10	4.50%		100.000% ✓	44.67994	1.65725
4/1/10			100.000%	44.67994	1.65725
7/1/10			100.000%	44.67994	1.65725
10/1/10			100.000%	44.67994	1.65725
1/1/11			100.000%	44.67994	1.65725
4/1/11			100.000%	44.67994	1.65725
7/1/11			100.000%	44.67994	1.65725

Check Sums

	Increase	Applicable	ST HR	PFTNW HR
2009 AVG			374.19366 ✓	88.29886 ✓
12/31/09			380.82871 ✓	All three should match check sums on U.S. Benchmark page.
		1119.484% ✓		
		ok matches	ok matches	ok matches
			ok matches	

Should match check sum on National
Increase Applicability for U.S. Total page.

1119.484% ✓

All three should match
check sums on U.S.
Benchmark page.

U.S. 2009 Benchmark

	From AAR 112-Class Wage Statistics & Survey				ST \$ Adjusted to Exclude	2009 Average Hourly Rates		12/31/2009 ST HR	ST Hrs. 2009 Weights	
	ST Hrs.	ST \$	PFTNW \$	Union L. Sum		Lump Sums	ST wo LS			PFTNW
UTU	63,507,643	\$1,539,760,997	\$742,773,523	\$7,415,974	\$1,532,345,023	\$24,129	\$11,696	\$24,658	0.22231	
TCU	11,634,382	291,648,538	73,669,288	3,698,891	287,949,647	24,750	6,332	25,279	0.04073	
BLET	46,388,717	1,294,697,495	586,381,287	135,881,051	1,158,816,444	24,981	12,641	25,429	0.16239	
SMWIA	1,744,765	42,994,630	7,840,553	512	42,994,118	24,642	4,494	25,180	0.00611	
BRS	12,062,445	316,141,520	75,182,190	115,366	316,026,154	26,199	6,233	26,762	0.04223	
BMWE	45,120,156	1,007,892,104	215,664,096	4,555,726	1,003,336,378	22,237	4,780	22,718	0.15795	
TCU-CAR	18,330,774	447,655,086	84,003,529	220,397	447,434,689	24,409	4,583	24,937	0.06417	
NCFO	4,279,805	87,067,282	15,284,910	52,516	87,014,766	20,331	3,571	20,775	0.01498	
IAM	12,190,315	302,870,045	61,107,405	128,260	302,741,785	24,835	5,013	25,376	0.04267	
IBBM	1,533,027	36,105,900	7,595,079	138,949	35,966,951	23,461	4,954	23,972	0.00537	
IBEW	9,368,171	235,342,002	48,715,168	352,222	234,989,780	25,084	5,200	25,629	0.03279	
ATDA	4,441,721	160,129,344	33,772,891	6,957,883	153,171,461	34,485	7,604	34,795	0.01555	
UTU-YMD	3,492,740	113,229,195	33,577,392	1,825,326	111,403,869	31,896	9,613	32,562	0.01223	
OTHER	51,571,012	2,204,966,331	81,785,551	0	2,204,966,331	42,756	1,586	42,756	0.18053	
AAR 112 Total	285,665,673	8,080,500,469	2,067,352,862	161,343,073	7,919,157,396	27,722	7,237	28,134	1.00000	
Sum (for proofing)						374.19366	88.29886	380.82871		

Year-End Figures are calculated, based on 2009 WS-112 and union contracts, in YearEnd2009.xls exhibited in document titled "Year-End 2009 ST Hourly Rates for U.S."
The ST Hours Weights and the Hourly Rates are full float.

BORROWING BENCHMARKS

Money Rates

Key annual interest rates paid to borrow or lend money in U.S. and international markets. Rates below are a guide to general levels but don't always represent actual transactions.

Inflation

	July Index	CHG FROM (%)	July '09
U.S. consumer price index	218.011	+0.021	1.2
All items	221.258	-0.003	2.4

International rates

	Latest	Week ago	52-WEEK High	52-WEEK Low
Prime rates				
U.S.	3.25	3.25	3.25	3.25
Canada	2.75	2.75	2.75	2.25
Eurozone	1.00	1.00	1.00	1.00
Japan	1.475	1.475	1.475	1.475
Switzerland	0.60	0.54	0.65	0.51
Britain	0.50	0.50	0.50	0.50
Australia	4.50	4.50	4.50	3.00
Hong Kong	5.25	5.25	5.25	5.00

Overnight repurchase

	Latest	Week ago	52-WEEK High	52-WEEK Low
U.S.	0.21	0.22	0.31	0.03
U.K. (TBA)	0.530	0.535	0.575	0.450
Eurozone	0.57	0.38	0.68	0.28

U.S. government rates

	Latest	Week ago	52-WEEK High	52-WEEK Low
Discount	0.75	0.75	0.75	0.50
Federal funds				
Effective rate	0.21	0.20	0.22	0.09
High	0.3750	0.3750	0.5000	0.3700
Low	0.3500	0.3400	0.3200	0.0000
Offer	0.3500	0.3500	0.3800	0.0000

Treasury bill auction

	Latest	Week ago	52-WEEK High	52-WEEK Low
4 weeks	0.155	0.155	0.170	0.000
13 weeks	0.145	0.155	0.175	0.040
26 weeks	0.190	0.185	0.265	0.130

Notes on data

U.S. prime rate is effective December 16, 2008. Discount rate is effective February 19, 2010. U.S. prime rate is the base rate on corporate loans posted by at least 20% of the 10 largest U.S. banks. Other prime rates aren't directly comparable. Lending practices vary widely by location. Discount rate is the charge on loans to depository institutions by the New York Federal Reserve Bank. Federal funds rate is on reserves traded among commercial banks for overnight use in amounts of \$1 million or more. Call money rate is the charge on loans to brokers on stock-exchange collateral. Dealer commercial paper rates are for high-grade unsecured notes sold through dealers by major corporations. Freddie Mac RNY is the weighted average yield for the one-year 28 rate on ARM. Libor is the British Bankers' Association average of interbank offered rates for dollar deposits in the London market. Libor swaps are mid-market, semi-annual swap rates and pay the floating 3-month Libor rate. New York Funding Rate is the survey-based average of unsecured bank funding costs.

Sources: BofA, Merrill Lynch, Bureau of Labor Statistics, CAP plc, Thomson Reuters, General Electric Capital Corp., Tullett Prebon Information Ltd.

Reuters Group PLC is the primary data provider for several statistical tables in The Wall Street Journal, including foreign stock quotations, futures and foreign exchange tables. Reuters real-time data feeds are used to calculate various Dow Jones indices.

Syndicated Loans: Past Week's Biggest Movers

Syndicated loans are corporate loans that are bought or traded by a group of banks and/or institutional investors. Investment-grade loans are investment-grade or unrated loans priced at or below the London interbank offered rate (Libor) plus 150 basis points (or 1.5 percentage points). Leveraged loans are speculative-grade or unrated loans priced at or above Libor plus 151 basis points. Below are the biggest gainers and losers among widely quoted syndicated loans in secondary trading in the week ended Friday among the 216 loans with five or more bids. All loans listed are B term, or sold to institutional investors.

	Loan rating	Coupon/Interest	Maturity	Average bid	Weekly chg
	Moody's/Stp	(Libor in basis pts)		(Bk pts)	(Bk pts)
Avaya Inc	N.R./N.R.	1.275	Oct 21, '14	87.58	+0.77
Comptel	B1/BB	1.4300	March 25, '15	94.65	+0.30
Cinemark	Ba3/BB	1.8925	April 30, '16	99.08	+1.54
Colt Creek	B3/B	1.6275	June 28, '13	89.40	+0.75
Dex Media East LLC	N.R./N.R.	1.2500	Oct 24, '14	98.09	+1.86
Dex Media West LLC	N.R./N.R.	1.4500	Oct 24, '14	87.77	+1.40
Fairpoint Communications	WR/D	1.225	March 31, '15	64.79	+0.33
Ford Motor	Ba3/BB	1.4300	Dec 15, '13	96.19	+0.31

August 30, 2010

Euro commercial paper

	Latest	Week ago	52-WEEK High	52-WEEK Low
30 day	n.a.	n.a.	70.46	0.10
Two month	n.a.	n.a.	0.49	0.18
Three month	0.62	0.62	0.72	0.35
Four month	n.a.	n.a.	0.77	0.40
Five month	n.a.	n.a.	0.85	0.50
Six month	0.88	0.90	0.94	0.63

London interbank offered rate, or Libor

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.25936	0.26375	0.5406	0.22613
Three month	0.29688	0.31750	0.53925	0.24875
Six month	0.50319	0.53375	0.76113	0.38250
One year	0.85831	0.89425	1.33000	0.83406

New York Funding Rate

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.2534	0.2638	0.4087	0.2037
Three month	0.3212	0.3462	0.5942	0.2381

Libor Swaps (USD)

	Latest	Week ago	52-WEEK High	52-WEEK Low
Two year	0.2662	0.659	1.418	0.659
Three year	0.475	0.981	2.059	0.946
Five year	1.618	1.638	2.986	1.559
Ten year	2.560	2.617	4.025	2.507
20 year	3.821	3.885	4.595	3.043
30 year	3.842	3.303	4.689	3.153

Euro Libor

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.575	0.576	0.587	0.364
Three month	0.834	0.828	0.835	0.576
Six month	1.108	1.105	1.316	0.882
One year	1.888	1.886	1.395	1.186

Euro interbank offered rate (Euribor)

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.664	0.635	0.650	0.397
Three month	0.888	0.891	0.905	0.634
Six month	1.137	1.143	1.358	0.944
One year	1.915	1.918	1.428	1.211

Hibor

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.51	0.151	0.524	0.050
Three month	0.750	0.250	0.571	0.099
Six month	0.378	0.370	0.689	0.210
One year	0.749	0.740	1.056	0.500

Asian dollars

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.271	0.269	0.373	0.235
Three month	0.522	0.346	0.555	0.255
Six month	0.572	0.562	0.763	0.364
One year	0.884	0.930	1.326	0.839

LIBOR 5Y 52-WEEK

	Latest	Week ago	52-WEEK High	52-WEEK Low
2010-2011	0.802	0.290	0.540	0.210

Eurodollars (unrated)

	Latest	Week ago	52-WEEK High	52-WEEK Low
One month	0.25	0.040	0.038	0.40
Two month	0.30	0.045	0.038	0.48
Three month	0.45	0.05	0.55	0.45
Four month	0.45	0.60	0.53	0.55
Five month	0.50	0.70	0.60	0.83
Six month	0.50	0.90	0.60	0.88

	4.220	7.205
st bonds		
In U.S. dollar terms Euro-zone bonds		
Jones Indexes, Merrill Lynch, Barclays Capital, J.P. Morgan		

and 10-year government bonds in all (*) in the latest session

	SPREAD UNDER/OVER U.S. TREASURYS, in basis points	Latest	Chg from prev	Year ago
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				

Source: Thomson Reuters

and sometimes anticipate moves in that the news (junk-rated)

6.700% notes due Mar. 30, 2017, yielding 7.681%



	AD in basis points	One-day change	STOCK PERFORMANCE	Last week	Change (%)	% chg
1	150					
2	n.a.					
3	19.31					
4	21.23					
5	n.a.					
6	44.51					
7	101					
8	62.52					
9	392					
10	64					
11	232					

	PRICE as % of face value	One-day change	STOCK PERFORMANCE	Last week	Change (%)	% chg
1	164					
2	16					
3	220					
4	208					
5	24.43					
6	252					
7	14					
8	548					
9	13					
10	28.70					
11	383					
12	46.36					
13	5					

	PRICE as % of face value	One-day change	STOCK PERFORMANCE	Last week	Change (%)	% chg
1	113					
2	106,000					
3	97,050					
4	72,000					
5	10.59					
6	91,000					
7	11.87					
8	22.56					

**RCAF Lump Sum Amortization
2010/Q4**

	Quarter of Payment	Quarter Amortization Began	Amount	Annual Per ST Hour	1 Quarter Per ST Hour	U.S. ST Hours	
NS - BLET & ATDA	2010Q1	2010Q2	\$15,282,392	0.05350	0.21399	285,665,673	2009
CSX - BLET	2010Q1	2010Q2	\$27,565,086	0.09649	0.38598	285,665,673	2009
CNGT - various ¹	Various	2010Q3	\$114,500	0.00040	0.00160	285,665,673	2009
CSX - ATDA-East	2010Q1	2010Q4	\$832,590	0.00291	0.01166	285,665,673	2009
Total			\$43,794,568	0.15331			

Should be slightly less
than amortized amount.

Fell out

CSX - ATDA-East	2009Q1	2009Q4	\$1,036,970	0.00321	0.01285	322,915,071	2008
-----------------	--------	--------	-------------	---------	---------	-------------	------

Interest Rate

2008/Q1	3.390
2008/Q2	2.160
2008/Q3	1.870
2008/Q4	1.710
2009/Q1	0.150
2009/Q2	0.300
2009/Q3	0.175
2009/Q4	0.150
2010/Q1	0.060
2010/Q2	0.125
2010/Q3	0.160
2010/Q4	0.145

Lump Sum Adjustment for 2010/Q4	→ 0.153445 or 0.153
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¹ BLE BRS, BLE TCU-CAR, CCP IBEW, DWP TCU and WC TCU

SCHEDULE: NS BLET & ATDA

Added 2010Q2

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.21399			
2010/Q2	4	0.125	0.0313	\$0.16052	\$0.05354	\$0.00007	\$0.05347
2010/Q3	3	0.160	0.0400	\$0.10703	\$0.05355	\$0.00006	\$0.05348
2010/Q4	2	0.145	0.0363	\$0.05353	\$0.05355	\$0.00004	\$0.05351
2011/Q1	1		0.0000	\$0.00000	\$0.05353	\$0.00000	\$0.05353

SCHEDULE: CSX BLET

Added 2009Q2

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.38598			
2010/Q2	4	0.125	0.0313	\$0.28953	\$0.09657	\$0.00012	\$0.09645
2010/Q3	3	0.160	0.0400	\$0.19306	\$0.09659	\$0.00012	\$0.09647
2010/Q4	2	0.145	0.0363	\$0.09655	\$0.09658	\$0.00007	\$0.09651
2011/Q1	1		0.0000	\$0.00000	\$0.09655	\$0.00000	\$0.09655

SCHEDULE: BLE BRS, BLE TCU-CAR, CCP IBEW, DWP TCU and WC TCU

Added 2010Q3

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.00160			
2010/Q3	4	0.160	0.0400	\$0.00120	\$0.00040	\$0.00000	\$0.00040
2010/Q4	3	0.145	0.0363	\$0.00080	\$0.00040	\$0.00000	\$0.00040
2011/Q1	2		0.0000	\$0.00040	\$0.00040	\$0.00000	\$0.00040
2011/Q2	1		0.0000	\$0.00000	\$0.00040	\$0.00000	\$0.00040

SCHEDULE: CSX-East ATDA

Added 2010Q4

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.01166			
2010/Q4	4	0.145	0.0363	\$0.00875	\$0.00292	\$0.00000	\$0.00291
2011/Q1	3		0.0000	\$0.00583	\$0.00292	\$0.00000	\$0.00292
2011/Q2	2		0.0000	\$0.00292	\$0.00292	\$0.00000	\$0.00292
2011/Q3	1		0.0000	\$0.00000	\$0.00292	\$0.00000	\$0.00292

Bonus Program

The Parties agree that CSXT East Train Dispatchers will be eligible for a bonus payment under the Bonus Program established in this Agreement for the periods and on the basis set forth below:

Section 1

(a) Effective January 1, 2007 and payable in 2008 train dispatchers will be eligible for a bonus up to a maximum of ten percent (10%) of their dispatcher earnings in 2007, calculated in accordance with Section 2 below, except that train dispatchers who achieve a train dispatcher seniority date between the effective date of this Agreement and December 31, 2007 will be eligible for this bonus up to a maximum of six percent (6%) of their 2007 earnings, calculated in accordance with Section 2 below. Train dispatchers who have not achieved a train dispatcher seniority date by December 31, 2007 will not be eligible for this bonus.

(b) Effective January 1, 2008 and payable in 2009 train dispatchers will be eligible for a bonus up to a maximum of eleven percent (11%) of their dispatcher earnings in 2008, calculated in accordance with Section 2 below, except that train dispatchers who achieve a train dispatcher seniority date between the effective date of this Agreement and December 31, 2008 will be eligible for this bonus up to a maximum of seven percent (7%) of their 2008 earnings, calculated in accordance with Section 2 below. Train dispatchers who have not achieved a train dispatcher seniority date by December 31, 2008 will not be eligible for this bonus.

(c) Effective January 1, 2009 and payable in 2010, train dispatchers will be eligible for a bonus up to a maximum of twelve percent (12%) of their dispatcher earnings in 2009, calculated in accordance with Section 2 below, except that train dispatchers who achieve a train dispatcher seniority date between the effective date of this Agreement and December 31, 2009 will be eligible for this bonus up to a maximum of eight percent (8%) of their 2009 earnings, calculated in accordance with Section 2 below. Train dispatchers who have not achieved a train dispatcher seniority date by December 31, 2009 will not be eligible for this bonus.

(d) If the ATDA does not exercise its right to cancel participation in the Bonus Program under Section 5(c) below, all train dispatchers will be eligible, effective January 1, 2010 and annually thereafter, for a bonus up to a maximum of 12% of their dispatcher earnings in that year, payable in the following year, calculated in accordance with Section 2 below, except that train dispatchers who achieve a train dispatcher seniority date on or after January 1, 2010 will be eligible in 2010 for this bonus up to a maximum of eight percent (8%) of their dispatcher earnings in 2010, calculated in accordance with Section 2 below, with a one percent (1%) increase in that level each subsequent year until they reach a maximum level of twelve percent (12%). Train dispatchers who achieve a train dispatcher seniority date by December 31 of a year after 2010 will also be eligible for a bonus up to a maximum of eight percent (8%) of their dispatcher earnings in that year, calculated in accordance with Section 2, below, with a one percent (1%) increase in that level each subsequent year until they reach a maximum level of twelve percent (12%). As indicated in Section 1(a)-(c) above, a train dispatcher will not be eligible for a bonus for any year in which the train dispatcher has not achieved a train dispatcher seniority date by December 31 of that year (see Side Letter 11).

**RCAF Back Pay Amortization
2010/Q4**

	Quarter of Payment	Quarter Amortization Began	Amount	Annual Per ST Hour	1 Quarter Per ST Hr.	U.S. ST Hours	
GTC/CN - 3 unions ¹	Various	2010Q1	(\$24,650)	-0.00008629	-0.00035	285,665,673	2009
CSX - BLET	2009Q4	2010Q2	\$4,922,337	0.01723111	0.06892	285,665,673	2009
BNSF - BLET	2010Q1	2010Q2	\$1,455,601	0.00509547	0.02038	285,665,673	2009
GTC/CN - 8 unions ²	Various	2010Q3	\$874,158	0.00306007	0.01224	285,665,673	2009
Total			<u>\$7,227,446</u>	<u>0.02530037</u>			

Should be slightly less than amortized amount.

Fell out							
WC - UTU-YMD	2007Q4	2009Q4	(\$67,010)	-0.00020752	-0.00083	322,915,071	2008

Interest Rate

2008/Q1	3.390
2008/Q2	2.160
2008/Q3	1.870
2008/Q4	1.710
2009/Q1	0.150
2009/Q2	0.300
2009/Q3	0.175
2009/Q4	0.150
2010/Q1	0.060
2010/Q2	0.125
2010/Q3	0.160
2010/Q4	0.145

Back Pay Adjustment for 2010/Q4	→	0.02532
		or
		0.025

¹ BLE BMW, DMIR BLET and UTU

² BLE BRS, IBEW, TCU-CAR; CCP IBEW; DWP TCU, UTU, and engineers (represented by UTU); WC TCU.

SCHEDULE: BLE BMW, DMIR BLET and UTU
 Added 2010Q1

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				(\$0.00035)			
2010/Q1	4	0.060	0.0150	(\$0.00026)	(\$0.00009)	(\$0.00000)	(\$0.00009)
2010/Q2	3	0.125	0.0313	(\$0.00017)	(\$0.00009)	(\$0.00000)	(\$0.00009)
2010/Q3	2	0.160	0.0400	(\$0.00009)	(\$0.00009)	(\$0.00000)	(\$0.00009)
2010/Q4	1	0.145	0.0363	(\$0.00000)	(\$0.00009)	(\$0.00000)	(\$0.00009)

SCHEDULE: CSX BLET
 Added 2010Q2

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.06892			
2010/Q2	4	0.125	0.0313	\$0.05170	\$0.01724	\$0.00002	\$0.01722
2010/Q3	3	0.160	0.0400	\$0.03447	\$0.01725	\$0.00002	\$0.01723
2010/Q4	2	0.145	0.0363	\$0.01724	\$0.01725	\$0.00001	\$0.01723
2011/Q1	1		0.0000	\$0.00000	\$0.01724	\$0.00000	\$0.01724

SCHEDULE: BNSF BLET
 Added 2010Q2

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.02038			
2010/Q2	4	0.125	0.0313	\$0.01529	\$0.00510	\$0.00001	\$0.00509
2010/Q3	3	0.160	0.0400	\$0.01019	\$0.00510	\$0.00001	\$0.00509
2010/Q4	2	0.145	0.0363	\$0.00510	\$0.00510	\$0.00000	\$0.00510
2011/Q1	1		0.0000	\$0.00000	\$0.00510	\$0.00000	\$0.00510

SCHEDULE: BLE BRS, IBEW, TCU-CAR; CCP IBEW; DWP TCU, UTU, engineers; WC TCU
Added 2010Q3

	Periods Remain- ing	3 Mo Treas Bill Rate	Qtly Int Rate	Principal Balance After Payment	Qtly Payment	Interest Payment	Principal Payment
Lump Sum				\$0.01224			
2010/Q3	4	0.160	0.0400	\$0.00918	\$0.00306	\$0.00000	\$0.00306
2010/Q4	3	0.145	0.0363	\$0.00612	\$0.00306	\$0.00000	\$0.00306
2011/Q1	2		0.0000	\$0.00306	\$0.00306	\$0.00000	\$0.00306
2011/Q2	1		0.0000	\$0.00000	\$0.00306	\$0.00000	\$0.00306

Health and Welfare

	Employees Receiving			Total	
	Pay 2009	Monthly Contribution 2009 Avg. 2010		2009 Avg.	2010
1. All Employees					
a. Group health	159,399	\$1,112.21	\$1,305.91	\$177,285,161.79	\$208,160,748.09
b. Group dental	159,399	56.31	57.29	8,975,757.69	9,131,968.71
c. Early retirement major medical	159,399	117.56	155.96	18,738,946.44	24,859,868.04
d. Group vision	159,399	10.16	10.41	1,619,493.84	1,659,343.59
2. Supplemental Sickness					
a. Signalmen	6,565	8.55	8.65	56,130.75	56,787.25
b. Shopcrafts	24,422	30.04	25.71	733,636.88	627,889.62
c. MOW	25,323	14.89	24.90	377,059.47	630,542.70
d. Yardmasters	2,160	28.89	32.16	62,402.40	69,465.60
3. Short-Term Disability					
a. Engineers (CSX, KCS, SOO, UP)	12,726	40.00	40.00	509,040.00	509,040.00
4. Monthly Total Premiums				208,357,629.26	245,705,653.60
5. Monthly Employee Contributions To H&W					
a. National BLET (BNSF, CSX, KCS, NS, UP)	22,915	(\$170.96)	(\$200.00)	(\$3,917,548.40)	(\$4,583,000.00)
b. National BMW (BNSF, CSX, KCS, NS, UP)	23,526	(\$170.96)	(\$200.00)	(\$4,022,004.96)	(4,705,200.00)
c. National BRS (BNSF, CSX, KCS, NS, UP)	6,211	(\$170.96)	(\$200.00)	(\$1,061,832.56)	(1,242,200.00)
d. National IAM (BNSF, CSX, KCS, NS, UP)	6,631	(\$170.96)	(\$200.00)	(\$1,133,635.76)	(1,326,200.00)
e. National IBBM (BNSF, CSX, KCS, NS, UP)	844	(\$170.96)	(\$200.00)	(\$144,290.24)	(168,800.00)
f. National IBEW (BNSF, CSX, KCS, NS, UP)	5,047	(\$170.96)	(\$200.00)	(\$862,835.12)	(1,009,400.00)
g. National NCFO (BNSF, CSX, KCS, NS, UP)	2,356	(\$170.96)	(\$200.00)	(\$402,781.76)	(471,200.00)
h. National SMW (BNSF, CSX, KCS, NS, UP)	971	(\$170.96)	(\$200.00)	(\$166,002.16)	(194,200.00)
i. National TCU (BNSF, CSX, KCS, NS, UP)	6,300	(\$170.96)	(\$200.00)	(\$1,077,048.00)	(1,260,000.00)
j. National TCU-CAR (BNSF, CSX, KCS, NS, UP)	9,633	(\$170.96)	(\$200.00)	(\$1,646,857.68)	(1,926,600.00)
k. National UTU (BNSF, CSX, KCS, NS, UP)	37,000	(\$170.96)	(\$200.00)	(\$6,325,520.00)	(7,400,000.00)
l. National UTU-Yardmasters (BNSF, CSX, KCS, NS)	1,576	(\$170.96)	(\$200.00)	(\$269,432.96)	(315,200.00)
m. National ATDA (BNSF, KCS, NS, & CSX*)	1,797	(\$170.96)	(\$200.00)	(\$307,215.12)	(359,400.00)
n. Independent CNGT (wt avg all 104 union categories)	5,978	(\$109.58)	(\$113.26)	(\$655,069.24)	(677,068.28)
o. Independent SOO (weighted average all 13 unions)	2,250	(\$156.30)	(\$200.00)	(\$351,675.00)	(450,000.00)
p. Independent UP (Yardmasters only)	424	(\$170.96)	(\$200.00)	(\$72,487.04)	(84,800.00)
Total Major Union	133,459			(\$22,416,236.00)	(\$26,173,268.28)
All Other Employee Contributions**				(\$3,295,319.08)	(\$3,295,319.08)
6. Net Employer Monthly Payments				\$182,646,074.18	\$216,237,066.24
7. Ratio Projected Year to Base Year, Based on Net Monthly Payments					1.18391
8. H&W hourly rate for base year				\$6.740	
9. H&W hourly rate for projected quarter					\$7.980

* 70% of CSX Dispatchers participate in national agreement, remaining have independent agreement.

** Mostly non-union employee contributions. The \$22,416,236.00 in major union contributions, plus \$3,295,319.08 in all other employee contributions, totals to the 12-month average of the total employee contributions reported to the AAR in its WF survey.

Health and Welfare

Employer H&W Contribution

Supplemental Sickness Plan:		2009 Pd. Employees
a. Signalmen	BRS	6,565
b. Shopcrafts	Total	24,422
	IBEW	5,303
	IBBM	900
	TCU-Car	10,300
	IAM	6,924
	SMW	995
c. MOW	BMWED	25,323
d. Yardmasters	UTU-YMD	2,160

Short-Term Disability Contribution:

a. Engineers	Total BLET	12,726
	CSX	
	KCS	
	UP	
	<u>SOO</u>	

Sources/Notes:

Employee counts are from the 112-Class Wage Statistics. Monthly H&W premiums are from the NRLC, contracts, or the railroads. Projected quarter H&W Cost Sharing amounts are from the NRLC, union contracts, or pertinent railroads. Base year average monthly Cost Sharing amounts are from an AAR survey, NRLC, contracts, pertinent railroads. H&W hourly rate for base year benchmark is based on annual report and wage data. H&W rate for projected year is the benchmark figure updated by the ratio of projected year net payments to the base year. All Other employee contributions is the difference between total employee contributions for the base year and all known union amounts -- resulting in a non-union amount plus any adjustments caused by either opt-outs from union agreements or independent cost sharing agreements (if any) unknown to the AAR.

Health and Welfare

Employee H&W Cost Sharing

Group	Railroads	Contract Source
a. BLET	BNSF, CSX, KCS, UP NS	Article IV Part B Section 1 (c) Article XVI Section 2, same as national
b. BMWE	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
c. BRS	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
d. IAM	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
e. IBBM	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
f. IBEW	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
g. NCFO	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
h. SMW	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
i. TCU	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
j. TCU-Carmen	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
k. UTU	BNSF, CSX, KCS, NS, UP	Article IV Part B Section 1 (c)
l. UTU-YMD	BNSF, CSX, KCS, NS	Article IV Part B Section 1 (c)
m. Dispatchers	BNSF, CSX, KCS, NS	Article IV Part B Section 1 (c)
n. Independent CNGT	all union categories incl. \$0 agmnts	
o. Independent SOO	all unions	Provided by Canadian Pacific Railway
p. Independent UP yardmasters		Article IV Part B Section 1 (c)

NATIONAL RAILWAY LABOR CONFERENCE

ECONOMIC RESEARCH DEPARTMENT

1901 L STREET, N.W., WASHINGTON, D.C. 20036-3514 ♦ ♦ PHONE: (202) 862-7200 FAX: (202) 862-7253

H. GLEN WILLIAMS Jr.
Director Economic Research
(202) 862-7232
gwilliams@rrnrlc.org

November 5, 2009

Health and Welfare Contributions
Under 2004 Round National Agreements
ATDA, BLET, BMWE, BRS, IAM, IBB,
IBEW, NCFO, SMW, TCU, BRC, UTU, YDM

CIRCULAR NO. 504-101-24 (H&W)
CIRCULAR NO. 844-5 (ATDA)
CIRCULAR NO. 845-8 (BLET)
CIRCULAR NO. 846-6 (BMWE)
CIRCULAR NO. 847-6 (BRS)
CIRCULAR NO. 848-5 (IAM)
CIRCULAR NO. 849-8 (IBB)
CIRCULAR NO. 850-5 (IBEW)
CIRCULAR NO. 851-8 (NCFO)
CIRCULAR NO. 852-8 (SMW)
CIRCULAR NO. 853-5 (TCU)
CIRCULAR NO. 854-5 (BRC)
CIRCULAR NO. 855-5 (UTU/YDM)

TO MEMBER ROADS:

The 2004 Round National Agreements with the above-referenced organizations changed the method of calculating employee health and welfare cost-sharing contributions. Those agreements set employee cost-sharing effective January 1, 2010 as the lesser of 15% of the carriers' 2010 "Monthly Payment Rate" (as defined) or \$200. See Article IV (Article III for BRS) Part B of the agreements.

Effective January 1, 2010, the employee cost-sharing contribution under the applicable agreements will be capped at \$200 per month.


H. Glen Williams, Jr.

NATIONAL RAILWAY LABOR CONFERENCE

EMPLOYEE BENEFITS DEPARTMENT

1901 L STREET, N.W., WASHINGTON, D.C. 20036-3514 ♦♦♦♦ PHONE: (202) 862-7200 FAX: (202) 862-7253

DAVID B. MARCUS
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E-mail: sparks@rrnrlc.org

SUSAN E. PARKS, CEBS
Benefits Administrator
(202) 862-7225
E-mail: sparks@rrnrlc.org

October 31, 2008

Mr. Clyde Crimmel
Director Statistical Information
Policy & Communications Department
AAR-5th Floor
50 F Street N.W.
Washington, D.C. 20009

Dear Mr. Crimmel:

The revised employer Payment Rates which are effective January 1, 2009 are as follows:

Aetna - Supplemental Sickness Plans	
ShopCrafts	\$ 30.04
Signalmen	\$ 8.55
Maintenance of Way	\$ 14.89
Trustmark - Supplemental Sickness Plans	
Yardmasters	\$ 28.89
Railroad Employees National Health & Welfare Plan & National Railway Carriers/United Transportation Union H&W Plan	
Non-Hospital Road	\$1,112.21
Railroad Employees National Early Retirement Major Medical Benefit Plan	
Non-Hospital Road	\$ 117.56
Aetna - National Dental Plan	\$ 56.31
VSP - National Vision Plan	\$ 10.16

If you have any questions or need clarification, please contact me.

Very truly yours,



Susan E. Parks

cc: Glen Williams

NATIONAL RAILWAY LABOR CONFERENCE

EMPLOYEE BENEFITS DEPARTMENT

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Benefits Administrator

(202) 862-7225

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November 9, 2009

Mr. Clyde Crimmel
Director Statistical Information
Policy & Communications Department
AAR-5th Floor
50 F Street N.W.
Washington, D.C. 20009

Dear Mr. Crimmel:

The revised employer Payment Rates which are effective January 1, 2010 are as follows:

Aetna - Supplemental Sickness Plans	
ShopCrafts	\$ 25.71
Signalmen	\$ 8.65
Maintenance of Way	\$ 24.90
Trustmark - Supplemental Sickness Plans	
Yardmasters	\$ 32.16
Railroad Employees National Health & Welfare Plan & National Railway Carriers/United Transportation Union H&W Plan	
Non-Hospital Road	\$1,305.91
Railroad Employees National Early Retirement Major Medical Benefit Plan	
Non-Hospital Road	\$ 155.96
Aetna - National Dental Plan	\$ 57.29
VSP - National Vision Plan	\$ 10.41

If you have any questions or need clarification, please contact me.

Very truly yours,



Susan E. Parks

cc: Glen Williams

Railroad Retirement and Medicare

Employees Receiving Pay	159,399	(2009 Benchmark, 2008 RRB Distribution)
Tier I Maximum	106,800	(Year = 2010)
Tier II Maximum	79,200	(Year = 2010)
Medicare Maximum	no limit	(Year = 2010)
Tier I Tax Rate	6.20%	(Year = 2010)
Tier II Tax Rate	12.10%	(Year = 2010)
Medicare Tax Rate	1.45%	(Year = 2010)

USA RCAF	Rate	Factor	RR Ret Tax	Hourly Rate
2008	\$32.537			
2009	\$34.444	1.05861	\$540,674,343	\$6.866
1Q/2010	\$35.178	1.08117	\$548,701,856	\$6.968
2Q/2010	\$35.136	1.07988	\$548,242,592	\$6.962
3Q/2010	\$35.003	1.07579	\$546,788,254	\$6.944
4Q/2010	\$35.003	1.07579	\$546,788,254	\$6.944

RR Ret Tax from RR_Retirement_09annual.xls, Hourly rate from SUPPL2009_revised.xls
Rate = Taxable Rate

Railroad Retirement & Medicare, U.S.

1Q/2010

1Q/2010

Annual Earnings Groups	Percent of Total Employees	Employees Receiving Pay 2009 (2008 RRB Stats)	Avg Annual Earnings	Estimated Avg. Annual Earnings	Avg Qlty Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Tier I Tot Tax Emgs	Tier II Tot Tax Emgs	Medicare Tot Tax Emg
\$0 - 21699	0.504	803	\$11,743	\$12,696	\$3,174	\$3,174	\$3,174	\$3,174	\$2,549,933	\$2,549,933	\$2,549,933
21700 - 23699	0.046	73	\$22,738	24,594	6,146	6,146	6,146	6,146	450,640	450,640	450,640
23700 - 25699	0.092	147	\$24,743	26,751	6,688	6,688	6,688	6,688	980,752	980,752	980,752
25700 - 27699	0.046	73	\$26,338	28,476	7,119	7,119	7,119	7,119	521,987	521,987	521,987
27700 - 29699	0.275	438	\$28,489	30,801	7,700	7,700	7,700	7,700	3,375,430	3,375,430	3,375,430
29700 - 31699	0.321	512	\$30,597	33,189	8,297	8,297	8,297	8,297	4,245,416	4,245,416	4,245,416
31700 - 33699	0.275	438	\$32,948	35,622	8,906	8,906	8,906	8,906	3,903,741	3,903,741	3,903,741
33700 - 35699	0.842	1,023	\$34,451	37,247	9,312	9,312	9,312	9,312	9,529,192	9,529,192	9,529,192
35700 - 37699	0.458	730	\$37,040	40,047	10,012	10,012	10,012	10,012	7,308,962	7,308,962	7,308,962
37700 - 39699	0.779	1,242	\$38,689	41,829	10,457	10,457	10,457	10,457	12,985,067	12,985,067	12,985,067
39700 - 41699	1.604	2,557	\$40,790	44,101	11,025	11,025	11,025	11,025	28,188,847	28,188,847	28,188,847
41700 - 43699	1.742	2,777	\$42,758	46,229	11,557	11,557	11,557	11,557	32,091,112	32,091,112	32,091,112
43700 - 45699	2.062	3,287	\$44,736	48,367	12,092	12,092	12,092	12,092	39,743,403	39,743,403	39,743,403
45700 - 47699	4.262	6,794	\$46,752	50,547	12,637	12,637	12,637	12,637	85,848,533	85,848,533	85,848,533
47700 - 49699	5.866	9,350	\$48,738	52,694	13,174	13,174	13,174	13,174	123,176,824	123,176,824	123,176,824
49700 - 51699	4.308	6,867	\$50,713	54,829	13,707	13,707	13,707	13,707	94,127,004	94,127,004	94,127,004
51700 - 53699	3.621	5,772	\$52,653	56,927	14,232	14,232	14,232	14,232	82,143,061	82,143,061	82,143,061
53700 - 55699	4.675	7,452	\$54,683	59,122	14,780	14,780	14,780	14,780	110,142,058	110,142,058	110,142,058
55700 - 57699	4.216	6,720	\$56,627	61,223	15,306	15,306	15,306	15,306	102,859,260	102,859,260	102,859,260
57700 - 59699	4.262	6,794	\$58,703	63,468	15,867	15,867	15,867	15,867	107,793,601	107,793,601	107,793,601
59700 - 61699	3.758	5,990	\$60,641	65,563	16,391	16,391	16,391	16,391	98,184,372	98,184,372	98,184,372
61700 - 63699	4.308	6,867	\$62,761	67,855	16,964	16,964	16,964	16,964	116,488,965	116,488,965	116,488,965
63700 - 65699	3.987	6,355	\$64,701	69,953	17,488	17,488	17,488	17,488	111,141,555	111,141,555	111,141,555
65700 - 67699	3.987	6,355	\$66,707	72,122	18,030	18,030	18,030	18,030	114,587,405	114,587,405	114,587,405
67700 - 69699	3.162	5,040	\$68,715	74,293	18,573	18,573	18,573	18,573	93,612,244	93,612,244	93,612,244
69700 - 71699	3.254	5,187	\$70,617	76,349	19,087	19,087	19,087	19,087	99,002,475	99,002,475	99,002,475
71700 - 73699	3.116	4,967	\$72,650	78,547	19,637	19,637	19,637	19,637	97,533,162	97,533,162	97,533,162
73700 - 75699	2.337	3,725	\$74,804	80,876	20,219	20,219	20,219	20,219	75,318,693	75,318,693	75,318,693
75700 - 77699	2.933	4,675	\$76,614	82,833	20,708	20,708	20,708	20,708	96,814,284	96,814,284	96,814,284
77700 - 79699	3.254	5,187	\$78,687	85,074	21,268	21,268	21,268	21,268	110,316,322	110,316,322	110,316,322
79700 - 81699	2.521	4,018	\$80,662	87,209	21,802	21,802	21,802	21,802	79,565,286	79,565,286	79,565,286
81700 - 83699	1.971	3,142	\$82,612	89,318	22,329	22,329	22,329	22,329	70,153,444	70,153,444	70,153,444
83700 - 85699	2.704	4,310	\$84,644	91,514	22,879	22,879	22,879	22,879	85,340,949	85,340,949	85,340,949
85700 - 87699	1.512	2,410	\$86,614	93,644	23,411	23,411	23,411	23,411	56,423,383	56,423,383	56,423,383
87700 - 89699	1.767	2,848	\$88,886	96,101	24,025	24,025	24,025	24,025	68,434,824	68,434,824	68,434,824
89700 - 91699	0.733	1,168	\$90,731	98,096	24,524	24,524	24,524	24,524	28,653,581	28,653,581	28,653,581
91700 - 93699	1.146	1,827	\$92,810	100,343	25,086	25,086	25,086	25,086	36,168,908	36,168,908	36,168,908
93700 - 95699	1.054	1,690	\$94,714	102,402	25,600	25,600	25,600	25,600	43,010,454	43,010,454	43,010,454
95700 - over	12.420	19,797	\$159,303	172,233	43,058	43,058	43,058	43,058	391,987,645	391,987,645	391,987,645
TOTAL	100.000000	159,399	\$74,647						2,892,275,733	2,892,275,733	2,892,275,733
Total Taxable									0.062	0.121	0.0145
Tax Rate											
Qlty Pmt									\$179,321,095	\$322,746,901	\$46,633,859
Tier I & II & Medicare											\$548,701,856

2Q/2010

2Q/2010

Annual Earnings Groups	Percent of Total Employees	Employees Receiving Pay 2009	Avg Annual Earnings (2008 RRB Stats)	Estimated Avg. Annual Earnings	Avg Qtrly Earnings	Tier I		Tier II		Medicare Taxable	Tier I		Tier II		Medicare Tot Tax Emg
						Taxable	Tier I Taxable	Taxable	Tier II Taxable		Tot Tax Emgs	Tot Tax Emg			
\$0 - 21699	0.504	803	\$11,743	\$12,681	\$3,170	\$3,170	\$3,170	\$3,170	\$3,170	\$3,170	\$2,546,889	\$2,546,889	\$2,546,889	\$2,546,889	\$2,546,889
21700 - 23699	0.046	73	\$22,738	24,554	6,139	6,139	6,139	6,139	6,139	6,139	450,102	450,102	450,102	450,102	450,102
23700 - 25699	0.092	147	\$24,743	26,719	6,680	6,680	6,680	6,680	6,680	6,680	979,582	979,582	979,582	979,582	979,582
25700 - 27699	0.046	73	\$26,338	28,442	7,110	7,110	7,110	7,110	7,110	7,110	521,364	521,364	521,364	521,364	521,364
27700 - 29699	0.275	438	\$28,489	30,765	7,691	7,691	7,691	7,691	7,691	7,691	3,371,400	3,371,400	3,371,400	3,371,400	3,371,400
29700 - 31699	0.321	512	\$30,697	33,149	8,287	8,287	8,287	8,287	8,287	8,287	4,240,347	4,240,347	4,240,347	4,240,347	4,240,347
31700 - 33699	0.275	438	\$32,948	35,580	8,895	8,895	8,895	8,895	8,895	8,895	3,899,080	3,899,080	3,899,080	3,899,080	3,899,080
33700 - 35699	0.842	1,023	\$34,451	37,203	9,301	9,301	9,301	9,301	9,301	9,301	9,517,815	9,517,815	9,517,815	9,517,815	9,517,815
35700 - 37699	0.458	730	\$37,040	39,989	10,000	10,000	10,000	10,000	10,000	10,000	7,300,235	7,300,235	7,300,235	7,300,235	7,300,235
37700 - 39699	0.779	1,242	\$38,689	41,779	10,445	10,445	10,445	10,445	10,445	10,445	12,969,564	12,969,564	12,969,564	12,969,564	12,969,564
39700 - 41699	1.604	2,557	\$40,790	44,048	11,012	11,012	11,012	11,012	11,012	11,012	28,155,191	28,155,191	28,155,191	28,155,191	28,155,191
41700 - 43699	1.742	2,777	\$42,758	46,173	11,543	11,543	11,543	11,543	11,543	11,543	32,052,798	32,052,798	32,052,798	32,052,798	32,052,798
43700 - 45699	2.062	3,287	\$44,736	48,309	12,077	12,077	12,077	12,077	12,077	12,077	39,695,952	39,695,952	39,695,952	39,695,952	39,695,952
45700 - 47699	4.262	6,794	\$46,752	50,486	12,622	12,622	12,622	12,622	12,622	12,622	85,746,036	85,746,036	85,746,036	85,746,036	85,746,036
47700 - 49699	5.866	9,350	\$48,738	52,631	13,158	13,158	13,158	13,158	13,158	13,158	123,029,759	123,029,759	123,029,759	123,029,759	123,029,759
49700 - 51699	4.308	6,867	\$50,713	54,764	13,691	13,691	13,691	13,691	13,691	13,691	94,014,623	94,014,623	94,014,623	94,014,623	94,014,623
51700 - 53699	3.821	5,772	\$52,653	56,859	14,215	14,215	14,215	14,215	14,215	14,215	82,044,988	82,044,988	82,044,988	82,044,988	82,044,988
53700 - 55699	4.675	7,452	\$54,683	59,051	14,763	14,763	14,763	14,763	14,763	14,763	110,010,556	110,010,556	110,010,556	110,010,556	110,010,556
55700 - 57699	4.216	6,720	\$56,627	61,150	15,288	15,288	15,288	15,288	15,288	15,288	102,736,453	102,736,453	102,736,453	102,736,453	102,736,453
57700 - 59699	4.262	6,794	\$58,703	63,392	15,848	15,848	15,848	15,848	15,848	15,848	107,664,903	107,664,903	107,664,903	107,664,903	107,664,903
59700 - 61699	3.758	5,990	\$60,641	65,485	16,371	16,371	16,371	16,371	16,371	16,371	98,067,147	98,067,147	98,067,147	98,067,147	98,067,147
61700 - 63699	4.308	6,867	\$62,761	67,774	16,944	16,944	16,944	16,944	16,944	16,944	116,349,886	116,349,886	116,349,886	116,349,886	116,349,886
63700 - 65699	3.987	6,355	\$64,701	69,869	17,467	17,467	17,467	17,467	17,467	17,467	111,008,860	111,008,860	111,008,860	111,008,860	111,008,860
65700 - 67699	3.987	6,355	\$66,707	72,035	18,009	18,009	18,009	18,009	18,009	18,009	114,450,596	114,450,596	114,450,596	114,450,596	114,450,596
67700 - 69699	3.162	5,040	\$68,715	74,204	18,551	18,551	18,551	18,551	18,551	18,551	93,500,477	93,500,477	93,500,477	93,500,477	93,500,477
69700 - 71699	3.254	5,187	\$70,617	76,258	19,064	19,064	19,064	19,064	19,064	19,064	98,884,273	98,884,273	98,884,273	98,884,273	98,884,273
71700 - 73699	3.116	4,967	\$72,650	78,453	19,613	19,613	19,613	19,613	19,613	19,613	97,416,715	97,416,715	97,416,715	97,416,715	97,416,715
73700 - 75699	2.337	3,725	\$74,804	80,779	20,195	20,195	20,195	20,195	20,195	20,195	75,228,767	75,228,767	75,228,767	75,228,767	75,228,767
75700 - 77699	2.933	4,675	\$76,614	82,734	20,683	20,683	20,683	20,683	20,683	20,683	92,568,419	92,568,419	92,568,419	92,568,419	92,568,419
77700 - 79699	3.254	5,187	\$78,687	84,972	21,243	21,243	21,243	21,243	21,243	21,243	102,699,501	102,699,501	102,699,501	102,699,501	102,699,501
79700 - 81699	2.521	4,018	\$80,662	87,105	21,776	21,776	21,776	21,776	21,776	21,776	79,565,286	79,565,286	79,565,286	79,565,286	79,565,286
81700 - 83699	1.971	3,142	\$82,612	89,211	22,303	22,303	22,303	22,303	22,303	22,303	62,206,735	62,206,735	62,206,735	62,206,735	62,206,735
83700 - 85699	2.704	4,310	\$84,644	91,405	22,851	22,851	22,851	22,851	22,851	22,851	85,340,949	85,340,949	85,340,949	85,340,949	85,340,949
85700 - 87699	1.512	2,410	\$86,614	93,533	23,383	23,383	23,383	23,383	23,383	23,383	47,720,235	47,720,235	47,720,235	47,720,235	47,720,235
87700 - 89699	1.787	2,848	\$88,886	95,986	23,997	23,997	23,997	23,997	23,997	23,997	56,356,018	56,356,018	56,356,018	56,356,018	56,356,018
89700 - 91699	0.733	1,168	\$90,731	97,978	24,495	24,495	24,495	24,495	24,495	24,495	28,619,371	28,619,371	28,619,371	28,619,371	28,619,371
91700 - 93699	1.146	1,827	\$92,810	100,224	25,056	25,056	25,056	25,056	25,056	25,056	36,168,908	36,168,908	36,168,908	36,168,908	36,168,908
93700 - 95699	1.054	1,680	\$94,714	102,280	25,570	25,570	25,570	25,570	25,570	25,570	42,959,103	42,959,103	42,959,103	42,959,103	42,959,103
95700 - over	12.420	19,787	\$159,303	172,028	43,007	43,007	43,007	43,007	43,007	43,007	528,589,400	528,589,400	528,589,400	528,589,400	528,589,400
TOTAL	100.000	159,399									Total Taxable	2,889,453,661	2,889,453,661	2,889,453,661	2,889,453,661
											Tax Rate	0.062	0.062	0.121	0.0145

Only Pmt	\$179,146,127	\$322,518,283	\$46,578,182
Tier I & II & Medicare			\$548,242,592

Railroad Retirement & Medicare, U.S.

3Q/2010

3Q/2010

Annual Earnings Groups	Percent of Total Employees	Employees Receiving Pay 2009	Avg Annual Earnings (2008 RRB Stats)	Estimated Avg. Annual Earnings	Avg Qtrly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Tier I Tot Tax Emgs	Tier II Tot Tax Emgs	Medicare Tot Tax Emgs
\$0 - 21699	0.504	803	\$11,743	\$12,633	\$3,158	\$3,158	\$3,158	\$3,158	\$2,537,248	\$2,537,248	\$2,537,248
21700 - 23699	0.046	73	\$22,738	24,461	6,115	6,115	6,115	6,115	448,398	448,398	448,398
23700 - 25699	0.092	147	\$24,743	26,618	6,655	6,655	6,655	6,655	975,874	975,874	975,874
25700 - 27699	0.046	73	\$26,338	28,334	7,084	7,084	7,084	7,084	519,390	519,390	519,390
27700 - 29699	0.275	438	\$28,489	30,648	7,662	7,662	7,662	7,662	3,358,638	3,358,638	3,358,638
29700 - 31699	0.321	512	\$30,697	33,024	8,256	8,256	8,256	8,256	4,224,296	4,224,296	4,224,296
31700 - 33699	0.275	438	\$32,948	35,445	8,861	8,861	8,861	8,861	3,884,321	3,884,321	3,884,321
33700 - 35699	0.642	1,023	\$34,451	37,062	9,266	9,266	9,266	9,266	9,481,788	9,481,788	9,481,788
35700 - 37699	0.458	730	\$37,040	39,847	9,962	9,962	9,962	9,962	7,272,602	7,272,602	7,272,602
37700 - 39699	0.779	1,242	\$38,689	41,621	10,405	10,405	10,405	10,405	12,920,470	12,920,470	12,920,470
39700 - 41699	1.604	2,557	\$40,790	43,882	10,970	10,970	10,970	10,970	28,048,616	28,048,616	28,048,616
41700 - 43699	1.742	2,777	\$42,758	45,989	11,500	11,500	11,500	11,500	31,931,469	31,931,469	31,931,469
43700 - 45699	2.062	3,287	\$44,736	48,127	12,032	12,032	12,032	12,032	39,545,691	39,545,691	39,545,691
45700 - 47699	4.262	6,794	\$46,752	50,295	12,574	12,574	12,574	12,574	85,421,462	85,421,462	85,421,462
47700 - 49699	5.866	9,350	\$48,738	52,432	13,108	13,108	13,108	13,108	122,564,056	122,564,056	122,564,056
49700 - 51699	4.308	6,867	\$50,713	54,557	13,639	13,639	13,639	13,639	93,658,750	93,658,750	93,658,750
51700 - 53699	3.621	5,772	\$52,653	56,644	14,161	14,161	14,161	14,161	81,734,424	81,734,424	81,734,424
53700 - 55699	4.675	7,452	\$54,683	58,827	14,707	14,707	14,707	14,707	109,594,134	109,594,134	109,594,134
55700 - 57699	4.216	6,720	\$56,627	60,919	15,230	15,230	15,230	15,230	102,347,566	102,347,566	102,347,566
57700 - 59699	4.262	6,794	\$58,703	63,152	15,788	15,788	15,788	15,788	107,257,360	107,257,360	107,257,360
59700 - 61699	3.758	5,990	\$60,641	65,237	16,309	16,309	16,309	16,309	97,695,935	97,695,935	97,695,935
61700 - 63699	4.308	6,867	\$62,761	67,518	16,879	16,879	16,879	16,879	115,909,468	115,909,468	115,909,468
63700 - 65699	3.987	6,355	\$64,701	69,605	17,401	17,401	17,401	17,401	110,588,659	110,588,659	110,588,659
65700 - 67699	3.987	6,355	\$66,707	71,763	17,941	17,941	17,941	17,941	114,017,367	114,017,367	114,017,367
67700 - 69699	3.162	5,040	\$68,715	73,923	18,481	18,481	18,481	18,481	93,146,551	93,146,551	93,146,551
69700 - 71699	3.254	5,187	\$70,617	75,969	18,992	18,992	18,992	18,992	98,509,967	98,509,967	98,509,967
71700 - 73699	3.116	4,967	\$72,650	78,158	19,539	19,539	19,539	19,539	97,047,964	97,047,964	97,047,964
73700 - 75699	2.337	3,725	\$74,804	80,473	20,118	20,118	20,118	20,118	74,944,005	74,944,005	74,944,005
75700 - 77699	2.933	4,675	\$76,614	82,421	20,605	20,605	20,605	20,605	96,332,662	96,332,662	96,332,662
77700 - 79699	3.254	5,187	\$78,687	84,651	21,163	21,163	21,163	21,163	109,767,532	109,767,532	109,767,532
79700 - 81699	2.521	4,018	\$80,662	86,775	21,694	21,694	21,694	21,694	87,175,650	87,175,650	87,175,650
81700 - 83699	1.971	3,142	\$82,612	88,873	22,218	22,218	22,218	22,218	69,804,452	69,804,452	69,804,452
83700 - 85699	2.704	4,310	\$84,644	91,059	22,765	22,765	22,765	22,765	98,119,704	98,119,704	98,119,704
85700 - 87699	1.512	2,410	\$86,614	93,179	23,295	23,295	23,295	23,295	56,142,694	56,142,694	56,142,694
87700 - 89699	1.787	2,848	\$88,886	95,623	23,906	23,906	23,906	23,906	68,094,381	68,094,381	68,094,381
89700 - 91699	0.733	1,168	\$90,731	97,608	24,402	24,402	24,402	24,402	28,511,038	28,511,038	28,511,038
91700 - 93699	1.146	1,827	\$92,810	99,844	24,961	24,961	24,961	24,961	36,168,908	36,168,908	36,168,908
93700 - 95699	1.054	1,680	\$94,714	101,892	25,473	25,473	25,473	25,473	42,796,490	42,796,490	42,796,490
95700 - over	12.420	19,797	\$159,303	171,377	42,844	42,844	42,844	42,844	528,589,400	528,589,400	528,589,400
TOTAL	100.000	159,399				Total Taxable	2,880,517,102	2,880,517,102	2,659,457,225	2,659,457,225	3,200,128,980
						Tax Rate	0.062	0.121			0.0145
						Qtrly Pmt	\$178,592,060	\$321,794,324			\$46,401,870
						Tier I & II & Medicare					\$546,788,254

4Q/2010

City Pmt	\$178,592,060	\$321,794,324	\$46,401,870
Tier I & II & Medicare			
			\$548,788,254

**Tax Rates and Maximum Taxable Earnings Under Social Security,
Railroad Retirement and Railroad Unemployment Insurance Programs, Continued**

Period	Railroad Retirement					Railroad Unemployment Insurance				Unemployment Repayment	
	Maximum earnings base [3]		Tax rate (percent) [3]			Maximum monthly taxable earnings	Employer tax rate [5] (percent)	Surcharge or (pooled credit)	New employer tax rate (percent)	Tax [4]	
			Tier 1	Tier 2						Maximum taxable earnings	Employer tax rate (percent)
	Tier 1 [7]	Tier 2	Employer & employee each	Employer	Employee						
1991	53,400	39,600	7.65	16.1	4.9	765	5.55 - 12.0	...	8.00	765	4.0
1992	55,500	41,400	7.65	16.1	4.9	785	3.10 - 12.0	(3.12)	8.00	785	4.0
1993	57,600	42,900	7.65	16.1	4.9	810	0.65 - 12.0	(5.31)	7.30	810	4.0
1994	60,600	45,000	7.65	16.1	4.9	840	0.65 - 12.0	(0.22)	6.06		
1995	61,200	45,300	7.65	16.1	4.9	850	0.65 - 12.0	...	4.15		
1996	62,700	46,500	7.65	16.1	4.9	865	0.65 - 12.0	...	2.31		
1997	65,400	48,600	7.65	16.1	4.9	890	0.65 - 12.0	...	1.16		
1998	68,400	50,700	7.65	16.1	4.9	925	2.15 - 12.0	1.5	0.85		
1999	72,600	53,700	7.65	16.1	4.9	970	2.15 - 12.0	1.5	0.92		
2000	76,200	56,700	7.65	16.1	4.9	1,005	0.65 - 12.0	...	1.67		
2001	80,400	59,700	7.65	16.1	4.9	1,050	2.15 - 12.0	1.5	2.59		
2002	84,900	63,000	7.65	15.6	4.9	1,100	3.15 - 12.0	2.5	2.71		
2003	87,000	64,500	7.65	14.2	4.9	1,120	3.15 - 12.0	2.5	2.36		
2004	87,900	65,100	7.65	13.1	4.9	1,130	2.15 - 12.0	1.5	2.38		
2005	90,000	66,900	7.65	12.6	4.4	1,150	2.15 - 12.0	1.5	3.43		
2006	94,200	69,900	7.65	12.6	4.4	1,195	2.15 - 12.0	1.5	4.03		
2007	97,500	72,600	7.65	12.1	3.9	1,230	2.15 - 12.0	1.5	3.75		
2008	102,000	75,900	7.65	12.1	3.9	1,280	2.15 - 12.0	1.5	3.02		
2009	106,800	79,200	7.65	12.1	3.9	1,330	2.15 - 12.0	1.5	2.61		
2010	106,800	79,200	7.65	12.1	3.9	1,330	2.15 - 12.0	1.5	2.51		
2011 and later	[2]	[2]	7.65	[8]	[8]	[2]	[5]	[5]	[5]		

efore tax credit. Employees received a credit of 0.3 percent in 1984. The self-employed received a credit of 2.7 percent in 1984, 2.3 percent in 1985 and 2.0 percent in 1986-89.

- 2 Based on automatic adjustments in proportion to increases in average earnings levels.
- 3 Earnings bases are monthly through 1984 and annual for 1985 and later. October 1, 1973 was the effective date for the allocation of railroad retirement taxes by tiers, subject to a moratorium for certain railroad labor organizations. The tier 1 tax rate was set equal to the current social security tax rate.
- 4 This temporary tax applied to employers until all pre-October 1985 loans from the Railroad Retirement Account were fully repaid with interest on June 29, 1993. Earnings bases are annual through 1988 and monthly for 1989-1993.
- 5 Taxes are paid only by employer. From 1948 through 1988, the rate for a calendar year was based on a graduated schedule depending on the preceding September 30 account balance (including administration fund). Except for certain commuter railroads, the rate for 1989-1990 was fixed at 8.0 percent. Beginning in 1991, each employer's rate is experienced-based, with a minimum of 0.65 percent and a maximum of 12 percent, or 12.5 percent if a 3.5 percent surcharge applies due to a low account balance.
- 6 Taxes are paid only by employers. The supplemental annuity tax was repealed for calendar years after 2001.
- 7 Beginning in 1991, the portion of the tier 1 tax rate which does not exceed the social security HI tax rate is applied to earnings up to the HI maximum taxable amount. In 1993, a 1.45 percent tax applied to earnings up to \$135,000 and a 6.2 percent tax applied to earnings up to \$57,600.
- 8 Beginning in 2004, the tier 2 tax rate will be determined annually from a tax rate schedule based on the average account benefits ratio. The average account benefits ratio is the average for the 10 fiscal years preceding the calendar year of the ratio of the fair market value of the assets in the Railroad Retirement Account and the National Railroad Retirement Investment Trust as of the close of each fiscal year to the total benefits and administrative expenses paid from those accounts during the fiscal year. Employer tax rates can range from 8.2 percent to 22.1 percent. Employee tax rates can range from 0 percent to 4.9 percent.

RCAF Unemployment Insurance Tax

	Unemployment Ins.			RRB	Factor	Avg. Ann.	Un. Ins.
	Tax	Earnings	Hourly	Sample	To Update	Taxable	Hourly
	Rate	Base	Earnings	Year	RRB Sample	Earnings	Rate
			\$28.884	(2005)			
2006 Avg.	2.36%	\$14,340	\$29.465		1.020115	\$13,053.43	\$0.173
3Q/07 reb.	2.47%	\$14,760	\$29.655		1.026693	\$13,422.16	\$0.186
4Q/07	2.47%	\$14,760	\$30.476		1.055117	\$13,438.69	\$0.186
1Q/08	2.48%	\$15,360	\$31.071		1.075717	\$13,972.06	\$0.194
2Q/08	2.48%	\$15,360	\$31.090		1.076374	\$13,972.45	\$0.194
3Q/08	2.48%	\$15,360	\$31.594		1.093824	\$13,982.57	\$0.194
			\$29.465	(2006)			
2007 Avg.	2.47%	\$14,760	\$30.806		1.045512	\$13,903.99	\$0.192
3Q/08 reb.	2.48%	\$15,360	\$32.327		1.097132	\$14,473.48	\$0.201
4Q/08	2.48%	\$15,360	\$33.207		1.126998	\$14,487.09	\$0.201
1Q/09	2.47%	\$15,960	\$33.561		1.139012	\$15,038.39	\$0.208
2Q/09	2.47%	\$15,960	\$33.672		1.142780	\$15,040.15	\$0.208
3Q/09	2.47%	\$15,960	\$34.857		1.182997	\$15,058.23	\$0.208
			\$30.806	(2007)			
2008 Avg.	2.48%	\$15,360	\$32.537		1.056190	\$14,329.53	\$0.201
3Q/09 reb.	2.47%	\$15,960	\$35.600		1.155619	\$14,914.18	\$0.208
4Q/09	2.47%	\$15,960	\$34.822		1.130364	\$14,903.49	\$0.208
1Q/10	3.26%	\$15,960	\$34.810		1.129975	\$14,903.32	\$0.275
2Q/10	3.26%	\$15,960	\$34.787		1.129228	\$14,903.00	\$0.275
3Q/10	3.26%	\$15,960	\$34.676		1.125625	\$14,901.45	\$0.275
			\$32.537	(2008)			
2009 Avg.	2.47%	\$15,960	\$34.444		1.058610	\$14,944.60	\$0.211
3Q/10 reb.	3.26%	\$15,960	\$35.003		1.075791	\$14,952.41	\$0.279
4Q/10	3.26%	\$15,960	\$35.003		1.075791	\$14,952.41	\$0.279
1Q/11					0.000000		\$0.000
2Q/11					0.000000		\$0.000
3Q/11					0.000000		\$0.000

Note: Average Annual Taxable Earnings is calculated from the RRB 1% sample data, by multiplying the average annual earnings in the file times the "Factor", and limiting the amount to the earnings base. Thus, the annual hourly earnings used for the calculation of the Factor is for the RRB sample year, and the Factor brings the earnings in the RRB 1% sample file to the current quarter's level.

The SAS System
Factors and Caps 2009 and 201004

The MEANS Procedure

Variable	N	Sum	Mean
FactorA	2787	2950.35	1.0586100
FactorQ	2787	2998.23	1.0757910
Capa	2787	44480520.00	15960.00
Capq	2787	44480520.00	15960.00

The MEANS Procedure

Variable	N	Sum	Mean
ANUAL_US	2787	41650589.84	14944.60
QTRLY_US	2787	41672364.04	14952.41



This Week In Petroleum

Summary

Crude Oil

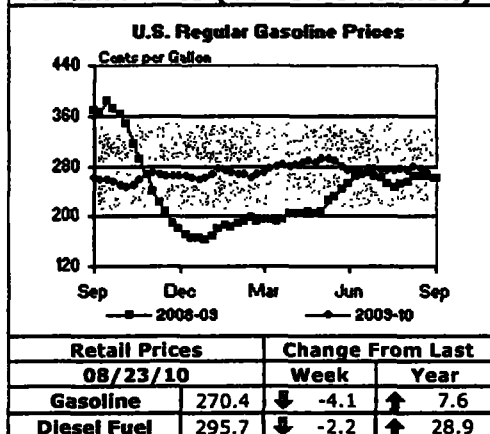
Gasoline

Distillate

Propane

Scroll over labels below to see different charts.

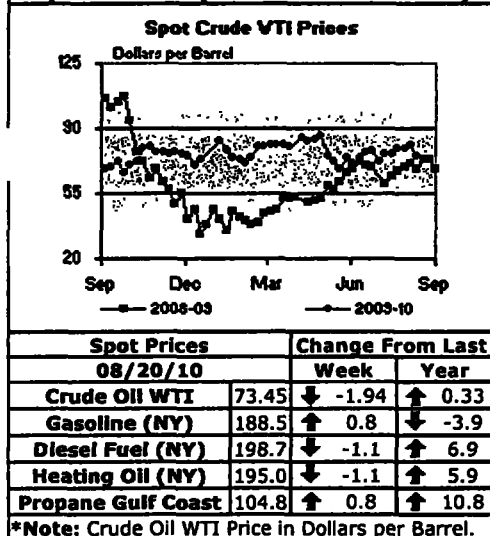
Retail Prices (Cents Per Gallon)

Released on August 25, 2010
(Next Release on September 1, 2010)

Storage Capacity Data Planned for Release in November

Stocks of crude oil, motor gasoline, distillate fuel, and other petroleum products are currently ample, with inventories in many regions well above the 5-year average range for this time of year. This abundant supply provides a buffer against disruptions such as refinery and pipeline outages, storms, and unexpected local demand fluctuations. Inventories also provide a measure of the balance between demand and new supply (production and imports), and are watched by analysts as an indicator of market tightness and price movements. For example, This Week In Petroleum covered the influence of Cushing stock levels on West Texas Intermediate (WTI) crude oil spot prices on June 16, 2010.

Spot Prices (Cents Per Gallon*)

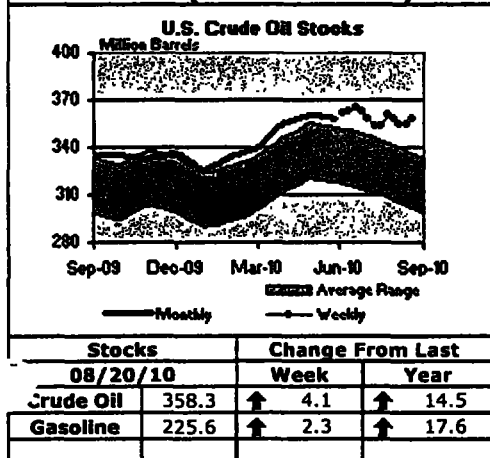


EIA collects inventory data at refineries, terminals, pipelines, and other facilities. During times when inventories are very high, EIA often receives questions regarding the amount of storage capacity available, but until this year, EIA had only collected storage capacity at refineries. However, most petroleum product inventories are held at terminals, and terminals are where most seasonal and discretionary volumes reside. As part of EIA's Energy and Financial Markets Initiative, EIA has begun collecting storage capacity on a semiannual basis (March and September) for crude oil and products at the Petroleum Administration for Defense (PAD) District and sub-PAD District levels. In addition, EIA has also begun collecting data on crude oil storage capacity at Cushing, Oklahoma, the delivery point for WTI oil futures contracts traded on the New York Mercantile Exchange.

Because the availability of storage capacity can affect near-term market expectations, the addition of storage capacity data is expected to make markets more transparent. It will also provide information that is useful for emergency planning and assessment of market disruptions from events such as hurricanes. The new storage data will include above ground and underground storage and will be measured as both shell storage (the design capacity of the tank) and working storage (shell storage net of tank bottoms and the safe-fill level).

Product storage capacity can show seasonal shifts if product tanks are used for more than one type of product. EIA will assign capacity to a given product type by what product is in the tank at the report time (March 31 or September 30). Thus, a tank that is holding motor gasoline on March 31 will be counted towards gasoline capacity. However, if that tank has been switched to store distillate fuel by September 30, it will be counted as distillate capacity in that report. Information is also being collected to determine if reported capacity is being used by third parties, which provides an indication of how much capacity is available for lease

Stocks (Million Barrels)



Distillate	176.0	↑	1.8	↑	13.6
Propane	60.949	↑	1.128	↓	-9.709

to multiple parties versus that held by a single company for its own use.

The first collection of additional storage capacity data was initiated in June, but that data will not be published. As is typical with new data collections, EIA and respondents use the initial collections to familiarize respondents with new survey forms and smooth out reporting and submission issues that may arise. The first storage capacity data will be published on the EIA website in November with September data (as of end-of-the-month). Going forward, storage capacity will be published twice per year: in November (reflecting storage capacity as of September 30) and in May (reflecting storage capacity as of March 31).

Retail Gasoline Price Drops 4 Cents

The U.S. average retail price for regular gasoline decreased over four cents to \$2.70 per gallon but was 8 cents per gallon higher than this time last year. Prices were down throughout the country except for a slight gain to \$2.81 per gallon in the Rocky Mountains. The East Coast price declined four cents to \$2.64 per gallon while the Midwest recorded the largest price decrease, more than five cents, to settle at \$2.63 per gallon. The Gulf Coast price lost a nickel to average \$2.56 per gallon. The West Coast price remained the highest in the Nation after dropping over two cents to \$3.08 per gallon, and California prices declined two and a half cents to \$3.14 per gallon.

The retail diesel fuel price lost two cents from last week to end at \$2.96 per gallon, but was \$0.29 per gallon above last year. Although the Rocky Mountain average moved a half cent higher to \$3.02 per gallon, all other regional prices were lower than last week. The East Coast price fell two and a half cents to average \$2.95 per gallon. The Midwest decreased more than 2 cents to \$2.93 per gallon and Gulf Coast prices were down by over a penny to \$2.92 per gallon. West Coast prices remained the highest in the country, falling a cent and half to settle at \$3.11 per gallon, while California prices decreased the same amount to \$3.17 per gallon.

Propane Inventories Continue to Grow

Inventories of propane in the U.S. posted another build last week, climbing 1.1 million barrels to end at 60.9 million barrels. The Gulf Coast regional inventories rose by 0.7 million barrels. The Midwest region added 0.2 million barrels of propane stocks, while the East Coast and Rocky Mountain/West Coast regions each grew by 0.1 million barrels. Propylene non-fuel use inventories represented 4.2 percent of total propane/propylene stocks.

Text from the previous editions of *"This Week In Petroleum"* is accessible through a link at the top right-hand corner of this page.

This Week In Petroleum
[Complete History XLS](#)
[PADD Definitions](#)
Summary**Crude Oil****Gasoline****Distillate****Propane**

Prices

Stocks

Production

Imports

Demand

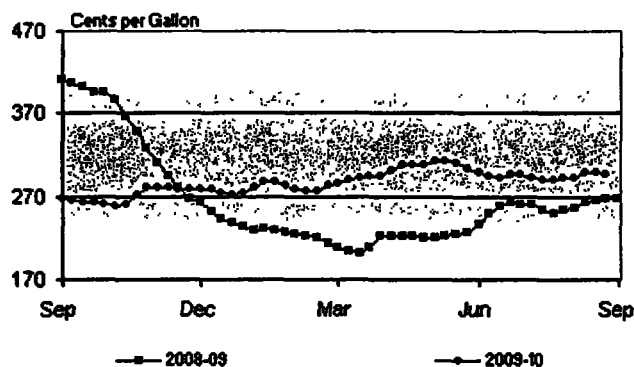
Residential Heating Oil Prices (Cents per Gallon)

Residential Heating Oil Prices								more data
Note: Data for residential and wholesale prices for heating oil and propane are only collected during the heating season. The beginning of the next heating season in October 2010.								

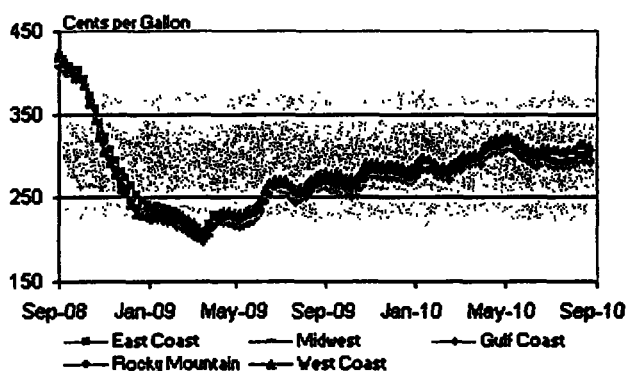
On-Highway Diesel Fuel Prices (Cents per Gallon)

Average All-Types Diesel Fuel Prices									more data
	Most Recent							Year Ago	
	07/12/10	07/19/10	07/26/10	08/02/10	08/09/10	08/16/10	08/23/10	08/24/09	
U.S.	290.3	289.9	291.9	292.8	299.1	297.9	295.7	266.8	
East Coast (PADD 1)	292.1	291.3	292.8	293.4	300.0	297.7	295.2	269.2	
New England (PADD 1A)	301.7	301.5	301.4	300.9	302.7	302.4	300.9	274.1	
Central Atlantic (PADD 1B)	302.2	301.2	302.0	302.0	308.6	305.5	303.8	278.1	
Lower Atlantic (PADD 1C)	286.9	286.1	288.0	289.0	296.2	294.0	291.0	264.9	
Midwest (PADD 2)	286.5	286.6	289.1	290.0	296.6	295.3	292.7	263.7	
Gulf Coast (PADD 3)	285.7	285.9	287.5	288.7	294.7	293.3	291.6	262.2	
Rocky Mountain (PADD 4)	291.2	290.2	292.0	293.7	299.1	301.1	301.6	267.1	
West Coast (PADD 5)	305.7	304.2	306.0	307.1	312.4	312.9	311.4	278.5	
California	312.3	311.6	312.5	313.2	318.3	318.6	317.1	288.0	

U.S. Average All-Types Diesel Fuel Prices



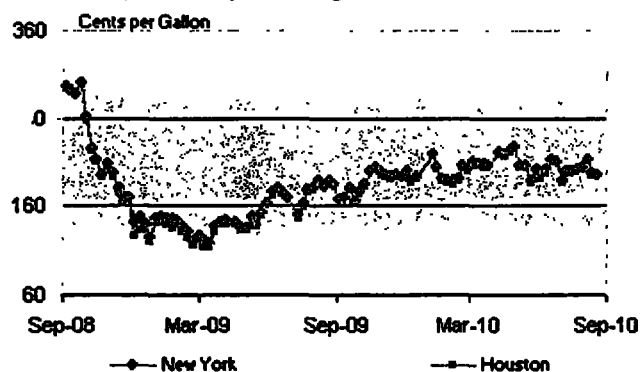
Regional Average All-Types Diesel Fuel Prices

**No. 2 Distillate Spot Prices (Cents per Gallon)**

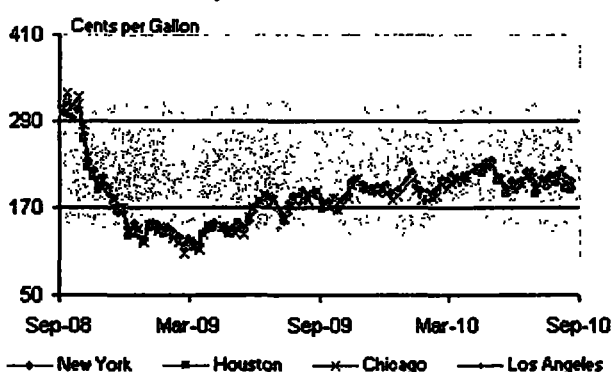
Spot Heating Oil Prices								more data
	Most Recent							Year Ago
City	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
New York	200.4	198.3	201.8	203.8	211.6	196.1	195.0	189.1
Houston	197.1	200.8	200.8	202.1	209.1	194.4	194.0	188.3

Spot Diesel Fuel Prices								more data
	Most Recent							Year Ago
City	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
New York	206.4	204.0	207.0	209.8	216.6	199.9	198.7	191.9
Chicago	206.2	204.1	208.4	209.3	219.0	203.8	200.5	187.4
Houston	200.6	198.3	203.4	205.1	211.9	196.6	194.0	189.4
Los Angeles (CARB)	212.9	209.5	215.8	217.3	224.4	213.1	208.2	194.6

Spot Heating Oil Prices



Spot Diesel Fuel Prices

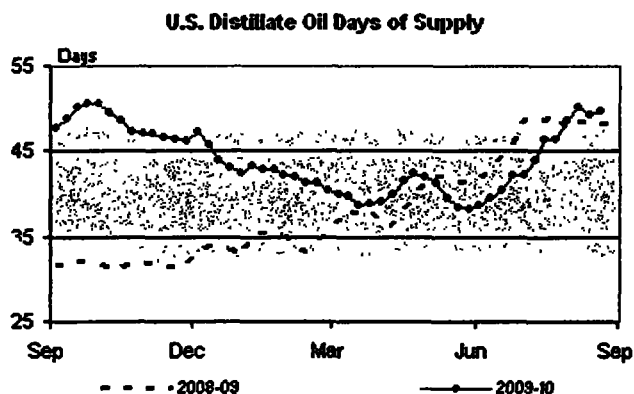
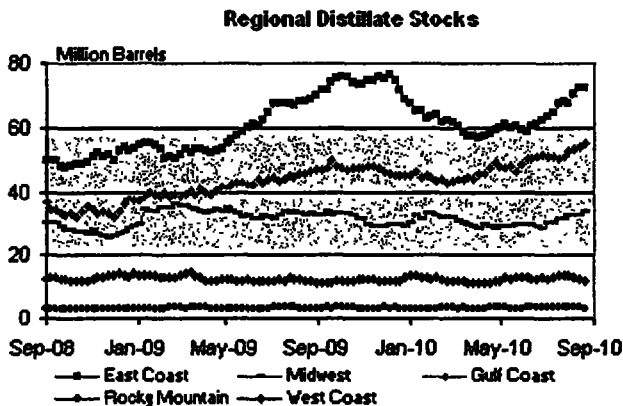
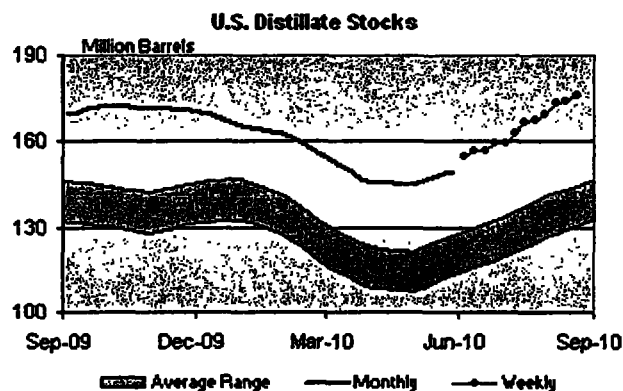


Distillate Stocks (Million Barrels) and Days of Supply

Total Distillate Stocks more data								
	Most Recent							Year Ago
	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	162.6	166.6	167.5	169.7	173.1	174.2	176.0	162.4
East Coast (PADD 1)	64.8	67.6	68.1	67.4	70.4	72.1	72.4	68.6
New England (PADD 1A)	11.1	10.9	11.4	12.2	12.9	13.1	13.4	13.1
Central Atlantic (PADD 1B)	39.5	41.2	42.0	41.0	42.7	44.0	43.6	41.2
Lower Atlantic (PADD 1C)	14.2	15.5	14.7	14.1	14.8	15.0	15.4	14.2
Midwest (PADD 2)	30.5	31.5	31.7	32.8	32.8	32.5	33.5	33.0
Gulf Coast (PADD 3)	51.2	50.2	50.9	52.5	53.4	53.8	55.1	46.3
Rocky Mountain (PADD 4)	3.3	3.6	3.5	3.4	3.3	3.3	3.2	2.9
West Coast (PADD 5)	12.9	13.7	13.4	13.6	13.3	12.5	11.8	11.6
15 ppm sulfur and Under Stocks more data								
	Most Recent							Year Ago
	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	102.9	105.5	106.6	108.4	109.2	109.4	109.4	94.1
East Coast (PADD 1)	24.4	26.3	26.3	24.8	25.5	25.8	26.2	21.8
New England (PADD 1A)	2.9	2.7	2.9	3.1	3.0	3.0	3.0	2.4
Central Atlantic (PADD 1B)	10.6	11.0	11.7	11.1	11.1	11.2	11.5	10.3
Lower Atlantic (PADD 1C)	10.9	12.6	11.6	10.7	11.4	11.7	11.7	9.1
Midwest (PADD 2)	27.0	28.0	28.3	29.5	29.4	29.3	29.9	27.6
Gulf Coast (PADD 3)	38.1	36.7	37.8	39.8	40.4	41.1	41.2	32.9
Rocky Mountain (PADD 4)	2.9	3.2	3.1	3.0	2.8	2.9	2.7	2.5
West Coast (PADD 5)	10.6	11.2	11.1	11.3	11.0	10.3	9.3	9.3
Greater than 15 ppm to 500 ppm sulfur Stocks more data								
	Most Recent							Year Ago
	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	11.9	12.0	11.8	11.2	12.5	14.2	14.9	19.8
East Coast (PADD 1)	3.3	3.2	3.0	3.0	3.6	4.9	5.4	8.3
New England (PADD 1A)	0.2	0.2	0.1	0.2	0.2	0.1	0.3	0.5
Central Atlantic (PADD 1B)	2.4	2.4	2.3	2.2	2.7	3.5	3.2	4.1
Lower Atlantic (PADD 1C)	0.7	0.6	0.6	0.7	0.7	1.2	2.0	3.7
Midwest (PADD 2)	2.2	2.2	2.1	2.0	2.0	1.9	2.0	3.5
Gulf Coast (PADD 3)	5.0	5.1	5.2	4.7	5.4	6.0	6.1	6.8
Rocky Mountain (PADD 4)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
West Coast (PADD 5)	1.2	1.2	1.1	1.2	1.1	1.1	1.2	1.0
Greater than 500 ppm sulfur Stocks more data								
	Most Recent							Year Ago
	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	47.8	49.2	49.1	50.1	51.5	50.6	51.7	48.5
East Coast (PADD 1)	37.2	38.1	38.8	39.5	41.3	41.3	40.7	38.5
New England (PADD 1A)	8.0	8.1	8.3	9.0	9.7	9.9	10.1	10.1
Central Atlantic (PADD 1B)	26.6	27.7	28.0	27.7	28.8	29.3	28.9	26.8
Lower Atlantic (PADD 1C)	2.6	2.3	2.5	2.8	2.7	2.1	1.7	1.5
Midwest (PADD 2)	1.3	1.3	1.3	1.3	1.4	1.3	1.6	1.9

Gulf Coast (PADD 3)	8.0	8.3	7.8	8.1	7.5	6.7	7.9	6.7
Rocky Mountain (PADD 4)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1
West Coast (PADD 5)	1.1	1.3	1.2	1.1	1.2	1.2	1.3	1.3
Days of Supply (number of days)								more data
Most Recent								Year Ago
	07/09/10	07/16/10	07/23/10	07/30/10	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	43.9	46.3	46.4	48.7	50.1	49.3	49.7	48.1

Note: Days of Supply calculated as: U.S. Total Distillate Stocks / Four-Week Average U.S. Distillate Fuel Oil Demand



Distillate Production and Imports (Million Barrels per Day)

Total Distillate Production								more data
	Four-Week Averages			Year Ago	Week Ending			Year Ago
	08/06/10	08/13/10	08/20/10	08/21/09	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	4.387	4.321	4.333	3.857	4.342	4.244	4.394	4.001
East Coast (PADD 1)	0.386	0.389	0.393	0.401	0.396	0.398	0.404	0.410
Midwest (PADD 2)	1.027	1.007	1.014	0.834	1.040	0.984	1.011	0.850
Gulf Coast (PADD 3)	2.293	2.269	2.280	1.979	2.283	2.240	2.313	2.081
Rocky Mountain (PADD 4)	0.186	0.179	0.177	0.181	0.162	0.178	0.180	0.189
West Coast (PADD 5)	0.495	0.477	0.468	0.462	0.461	0.444	0.487	0.471
15 ppm sulfur and Under Production								more data
	Four-Week Averages			Year Ago	Week Ending			Year Ago
	08/06/10	08/13/10	08/20/10	08/21/09	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	3.627	3.553	3.556	2.984	3.543	3.483	3.585	3.067
East Coast (PADD 1)	0.272	0.273	0.276	0.255	0.261	0.278	0.291	0.266
Midwest (PADD 2)	0.966	0.943	0.944	0.768	0.971	0.922	0.936	0.793
Gulf Coast (PADD 3)	1.771	1.751	1.765	1.409	1.738	1.752	1.788	1.440
Rocky Mountain (PADD 4)	0.174	0.164	0.163	0.164	0.150	0.162	0.168	0.169
West Coast (PADD 5)	0.444	0.423	0.408	0.389	0.423	0.369	0.402	0.399
Greater than 15 ppm to 500 ppm sulfur Production								more data
	Four-Week Averages			Year Ago	Week Ending			Year Ago
	08/06/10	08/13/10	08/20/10	08/21/09	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	0.441	0.443	0.424	0.436	0.444	0.398	0.411	0.471

East Coast (PADD 1)	-0.004	-0.002	-0.006	0.019	-0.002	-0.016	0.001	0.019
Midwest (PADD 2)	0.037	0.041	0.049	0.043	0.052	0.047	0.059	0.030
Gulf Coast (PADD 3)	0.371	0.365	0.342	0.335	0.370	0.333	0.302	0.382
Rocky Mountain (PADD 4)	0.012	0.012	0.012	0.017	0.010	0.007	0.011	0.017
West Coast (PADD 5)	0.026	0.027	0.028	0.023	0.013	0.026	0.039	0.023

Greater than 500 ppm sulfur Production

more data

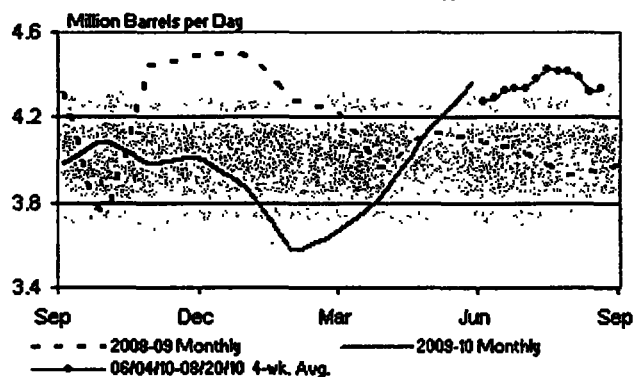
	Four-Week Averages				Week Ending			
	08/06/10	08/13/10	08/20/10	08/21/09	08/06/10	08/13/10	08/20/10	08/21/09
U.S.	0.319	0.325	0.353	0.437	0.355	0.363	0.399	0.463
East Coast (PADD 1)	0.118	0.118	0.123	0.128	0.137	0.136	0.112	0.125
Midwest (PADD 2)	0.024	0.024	0.021	0.023	0.017	0.015	0.016	0.027
Gulf Coast (PADD 3)	0.152	0.154	0.173	0.235	0.174	0.155	0.223	0.259
Rocky Mountain (PADD 4)	0.000	0.002	0.002	0.001	0.002	0.009	0.000	0.003
West Coast (PADD 5)	0.026	0.027	0.033	0.051	0.024	0.048	0.047	0.049

Distillate Imports

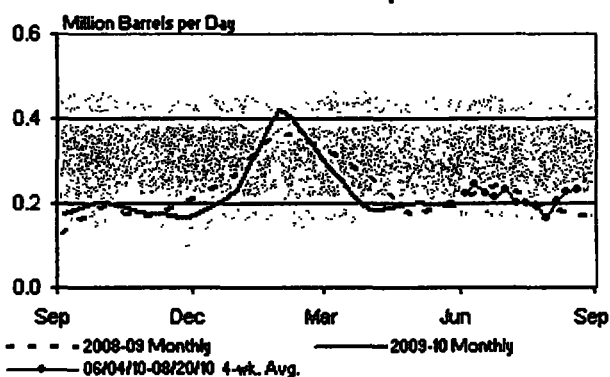
more data

	Four-Week Averages				Week Ending			
	08/06/10	08/13/10	08/20/10	08/21/09	08/06/10	08/13/10	08/20/10	08/21/09
Total Distillate	0.206	0.228	0.231	0.154	0.315	0.260	0.163	0.132
15 ppm sulfur and Under	0.143	0.169	0.182	0.115	0.262	0.209	0.122	0.071
Greater than 15 ppm to 500 ppm sulfur	0.017	0.018	0.017	0.013	0.039	0.012	0.007	0.026
Greater than 500 ppm to 2000 ppm sulfur	0.047	0.041	0.032	0.025	0.015	0.039	0.035	0.035
Greater than 2000 ppm sulfur	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000

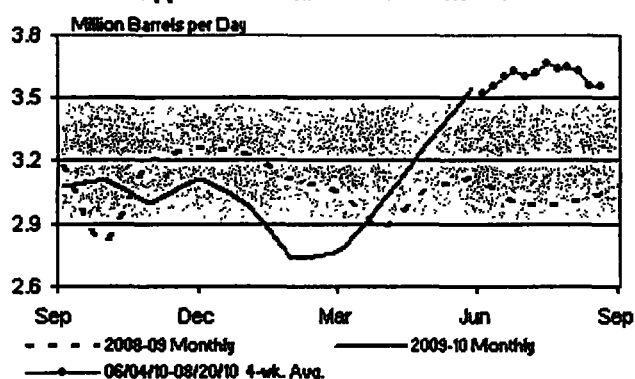
U.S. Distillate Production



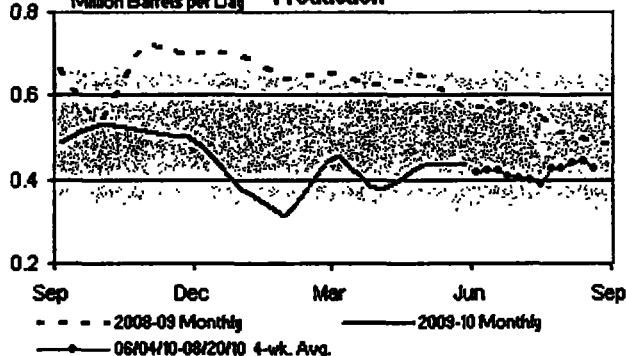
U.S. Distillate Imports

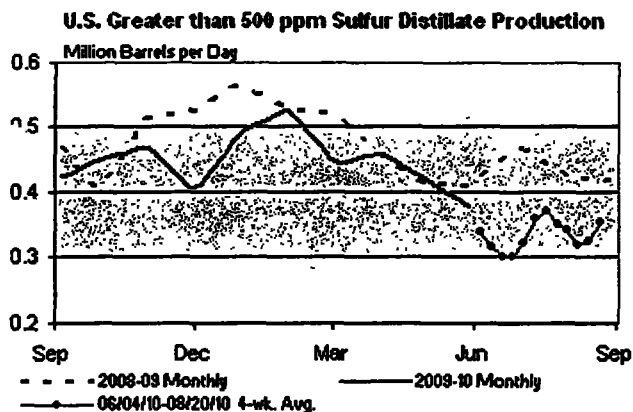


U.S. 15 ppm Sulfur and Under Distillate Production

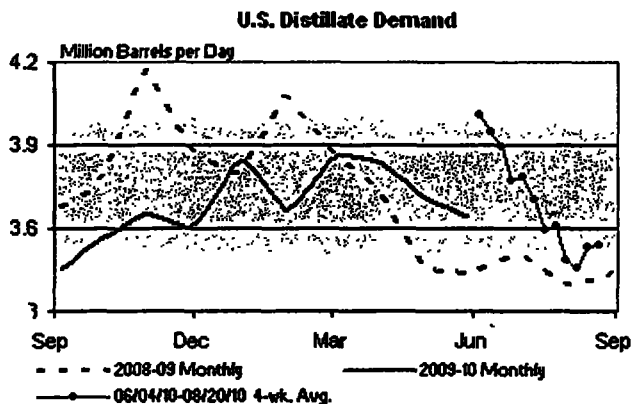


U.S. Greater than 15 ppm to 500 ppm Sulfur Distillate Production



**Distillate Demand (Million Barrels per Day)**

Distillate Demand								 more data
	Four-Week Averages			Year Ago	Week Ending			Year Ago
	08/06/10	08/13/10	08/20/10	08/21/09	08/06/10	08/13/10	08/20/10	08/21/09
Distillate Fuel Oil	3.455	3.534	3.542	3.376	3.400	3.674	3.628	3.412



NA = Not Available.
 W = Data Withheld.

AAR MATERIALS AND SUPPLIES INDEX
Region By Composition
Third Quarter 2010
August 30, 2010

United States by Composition Category - Summary

Composition Category -----	Weight -----	Previous Quarter Index -----	Current Quarter Index -----	Relative Of Change -----
Forest Products	.1342	248.97	249.14	1.0007
Metal Products	.5894	188.37	195.77	1.0393
Miscellaneous Products	.2764	301.98	323.09	1.0699
U.S. By Composition	--	227.91	238.12	1.0448
U.S. By Composition (Linked)	--	227.10	237.27	1.0448
United States (1977=100) Linking Factor: 1.423	--	323.16	337.64	1.0448
United States (1980=100) Linking Factor: 1.061	--	240.95	251.74	1.0448

Car Hire for RCAF

RCAF (Forecast)

	1980	June 3Q/10	Sept. 4Q/10	Dec. 1Q/11	Mar. 2Q/11	June 3Q/11
RATE						
RR-OWNED TIME	31.00	67.00	67.00	--	--	--
RR-OWNED MILEAGE	4.69	7.20	7.20	--	--	--
PRIVATELY-OWNED CARS	25.47	46.03	46.77	--	--	--
AUTORACKS	47.00	46.55	46.41	--	--	--
INDEX						
RR-OWNED TIME	100.0	216.1	216.1	--	--	--
RR-OWNED MILEAGE	100.0	153.5	153.5	--	--	--
PRIVATELY-OWNED CARS	100.0	180.7	183.6	--	--	--
AUTORACKS	100.0	99.0	98.7	--	--	--
CAR HIRE INDEX (old wts) 2008	100.0	183.3	--	--	--	--
CAR HIRE INDEX (new wts) 2009	100.0	183.3	185.4	--	--	--
CAR HIRE INDEX (LINKED)	100.0	182.9	185.0	--	--	--

Note: The Car Hire Index for third quarter using *old weights* and *linked* should match that quarter's filing. The third quarter *new weights* version is used in the fourth quarter linked index calculation to ensure that the transition from old weights to new weights does not impact the linked index.

Note: Indexes are rounded, rates are full float.

Equipment Rents Data From CHARM

	2010 (first day of month)						2011 (first day of month)							
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Railroad Equipment														
No. of Cars (cars with rates only)	10,396	10,392	10,618											
Superstructures (Vehicular Flats)														
Rate (in cents)	17.0	17.0	17.0											
Superstructures #3 - Auto Rack	67.0	67.0	67.0											
All other #1 - Time	7.2	7.2	7.2											
All other #2 - Mileage														
Private Equipment														
No. of Cars (cars with rates only)	47,610	47,511	47,385											
Superstructures (Vehicular Flats)	330,437	331,345	331,042											
Covered Hoppers	307,541	307,292	305,605											
Tank Cars	304,016	302,447	302,465											
Others														
Rate (in cents)	78.0	78.0	78.0											
Superstructures #1 - Time	1.2	1.2	1.2											
Superstructures #2 - Mileage	53.0	53.0	53.0											
Superstructures #3 - Auto Rack	42.9	43.0	43.0											
Covered Hoppers #2 - Mileage	78.8	78.9	81.0											
Tank Cars #2 - Mileage	62.0	62.0	62.0											
Others #1 - Time	6.8	6.8	6.8											
Others #2 - Mileage														
AVERAGE RATES														
Private Superstructures	19.53	19.53	19.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Private Others	20.56	20.56	20.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Private Total	46.07	46.17	46.77	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Autotracks	46.55	46.54	46.41	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

WEIGHTS	"Old Wts" "New Wts"	
	2008	2009
For RCAF & RCR		
RR-owned Time	0.179	0.188
RR-owned Mileage	0.100	0.084
Privately-owned Cars	0.709	0.735
Autotracks	0.012	0.013
Check sum	1.000	1.000

Weights for Equipment Rents (not used in Car Hire calculation)		
	2008	2009
Car Hire - U.S.	0.439	0.422
Lease Rentals - U.S.	0.561	0.578
Check sum	1.000	1.000

Note: The 4 bold lines are used for the Car Hire Rate Private Total uses a weighted average of the Covered Hoppers, Tank Cars, Combined Private Superstructures, and Combined Private Others rates.

		AVERAGE RATE FOR 09/10			
		CAR RENTAL RATES			
CAR GROUP	CAR COUNT	TIME	MILEAGE	AUTO RACK	
-VEHICULAR FLATS	10,618	150 ¢/HR	.092 \$/MILE	17 ¢/HR	
ONO. OF ZERO RATED VEH. FLATS 2/	80				
-ALL OTHER CARS	598,611	67 ¢/HR	.072 \$/MILE		
ONO. OF ZERO RATED "OTHER" CARS 2/	32,061				
0	TOTAL:	641,370			

1/ THIS PRINT EXCLUDES THE FOLLOWING CAR TYPES:

CAR TYPE D - LOCOMOTIVES

CAR TYPE M - MAINTENANCE OF WAY, SCALE, PASSENGER, CABOOSE AND EOT DEVICE

CAR TYPE U - CONTAINERS

CAR TYPE Z - TRAILERS

0 ALL TTX EQUIPMENT (INCLUDING ABOX, RBOX AND GONX) IS SHOWN ON THE PRIVATE EQUIPMENT REPORT.

-2/ EQUIPMENT CAN BE ZERO RATED DUE TO OWNERS SUPPLYING INCORRECT OR INSUFFICIENT INFORMATION TO THE CAR ACCOUNTING PROCESS OR CARS WITH RATE INDICATOR SIX (6). THIS EQUIPMENT IS ELIMINATED FROM THE AVERAGING PROCESS.

1PROGRAM: DPRB799

CURRENT DATE: SEPTEMBER 01, 2010

PRIVATE EQUIPMENT 1/

PAGE NO: 81

		AVERAGE RATE FOR 09/10			
CAR GROUP	CAR COUNT	TIME	CAR RENTAL RATES	MILEAGE	AUTO RACK
-----	-----	----	-----	-----	-----
-VEHICULAR FLATS	47,385	78 ¢/HR		.012 \$/MILE	53 ¢/HR
ONO. OF ZERO RATED VEH. FLATS 2/	6				
-COVERED HOPPERS	331,042	0 ¢/HR		.430 \$/MILE	
ONO. OF ZERO RATED COVERED HOPPERS 2/	9,851				
-TANKS	305,605	0 ¢/HR		.810 \$/MILE	
ONO. OF ZERO RATED TANKS 2/	8,676				
-ALL OTHER CARS	302,465	62 ¢/HR		.068 \$/MILE	
ONO. OF ZERO RATED "OTHER" CARS 2/	36,473				

0	TOTAL: 1,041,503				

1/ THIS PRINT EXCLUDES THE FOLLOWING CAR TYPES:

CAR TYPE D - LOCOMOTIVES

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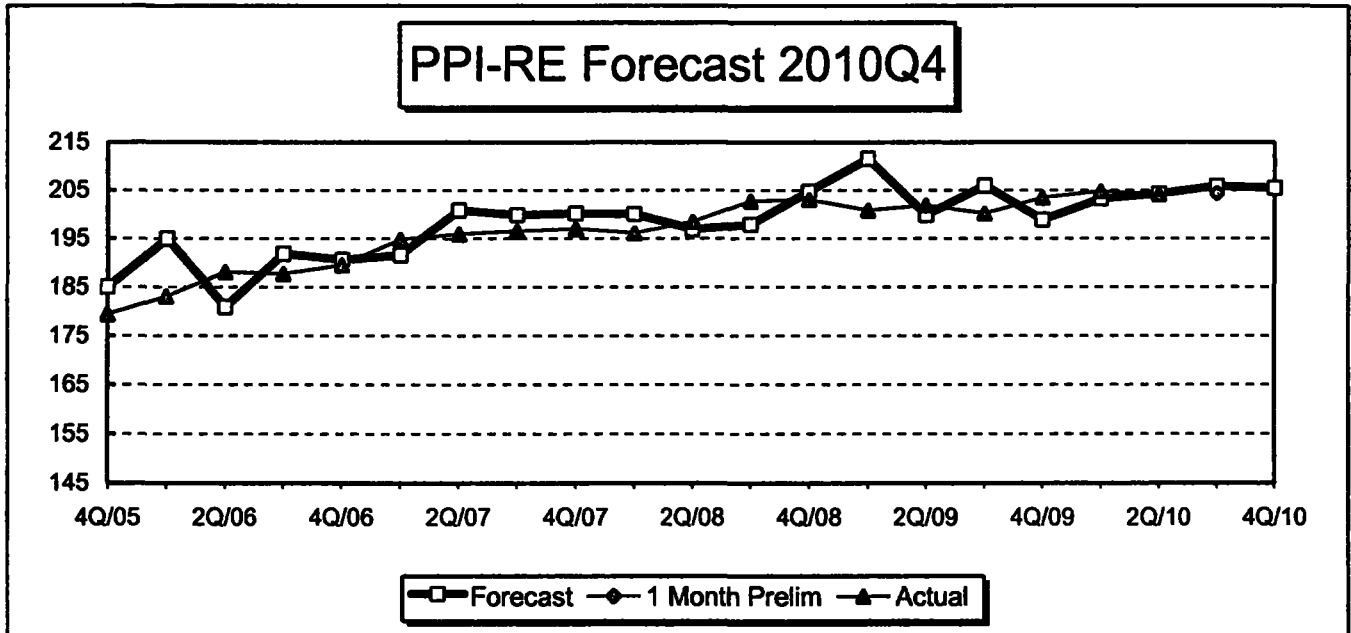
□

PPI-RE Forecast (for Depreciation Component)

	Forecast	Actual	1 Month Prelim
4Q/05	185.1	179.4	
1Q/06	195.0	183.1	
2Q/06	180.9	188.1	
3Q/06	191.9	187.7	
4Q/06	190.6	189.6	
1Q/07	191.6	194.8	
2Q/07	200.9	195.9	
3Q/07	199.9	196.5	
4Q/07	200.2	197.0	
1Q/08	200.1	196.1	
2Q/08	196.9	198.5	
3Q/08	197.9	202.8	
4Q/08	204.8	203.1	
1Q/09	211.6	200.9	
2Q/09	199.9	201.9	
3Q/09	206.0	200.2	
4Q/09	198.9	203.5	
1Q/10	203.3	204.8	
2Q/10	204.3	204.2	
3Q/10	205.9		204.4
4Q/10	205.5		

1980 Base

	PPI-RE Forecast		Percent Change			
	(82=100)	(80=100)	Yr Ago Actual	Latest Month Actual	2nd Prev Qtr Actual	Previous Forecast
2010Q4						
Low	179.9	199.0	-2.2%			
Midpoint	185.8	205.5	1.0%	0.5%	0.6%	-0.2%
High	191.7	212.1	4.2%			



re_ppi.txt

Forecast Pro Version 4.3 Standard Edition

Database I:\Indexes2\RCAF\2010Q4\5Deprec\FPre_ppi.xls is open and ready for use.

Expert data exploration of dependent variable PPIRE

Length 72 Minimum 143.500 Maximum 184.800
Mean 172.846 Standard deviation 10.937

Classical decomposition (multiplicative)

Trend-cycle: 91.26% Seasonal: 1.45% Irregular: 7.29%

Choice is narrowed down to Box-Jenkins or exponential smoothing.

Exponential smoothing outperforms Box-Jenkins by 1.742 to 2.153 out-of-sample Mean Absolute Deviation. I tried 78 forecasts up to a maximum horizon 12.

Series is trended and nonseasonal.

Recommended model: Exponential Smoothing

Forecast Model for PPIRE

Holt exponential smoothing: Linear trend, No seasonality

Component	Smoothing Weight	Final Value
Level	0.96535	184.80
Trend	0.06180	0.25781

In-Sample Statistics

Sample size 72	Number of parameters 2
Mean 172.8	Standard deviation 10.94
R-square 0.9834	Adjusted R-square 0.9832
Durbin-Watson 1.992	Ljung-Box(18)=21.98 P=0.7671
Forecast error 1.418	BIC 1.483
MAPE 0.006	RMSE 1.398
MAD 1.018	

Forecast Report

Tue Aug 24 13:46:37 2010

Exponential Smoothing model for PPIRE

Analysis of Historic Fit Set

Date	Historic
2004-08	143.500
2004-09	144.200
2004-10	145.000
2004-11	147.000
2004-12	153.200
2005-01	153.400
2005-02	156.000
2005-03	161.600
2005-04	161.100
2005-05	161.300
2005-06	161.200
2005-07	161.500
2005-08	161.800
2005-09	161.800
2005-10	161.700
2005-11	161.900
2005-12	162.200
2006-01	164.200
2006-02	165.500
2006-03	168.200
2006-04	168.200
2006-05	169.600
2006-06	171.300
2006-07	170.600
2006-08	170.900
2006-09	170.400
2006-10	170.200
2006-11	170.300
2006-12	172.700

re_ppi.txt

2007-01	173.900
2007-02	175.600
2007-03	176.100
2007-04	174.200
2007-05	175.600
2007-06	176.400
2007-07	177.400
2007-08	177.400
2007-09	177.900
2007-10	177.500
2007-11	177.700
2007-12	177.500
2008-01	178.400
2008-02	178.200
2008-03	177.600
2008-04	178.700
2008-05	178.000
2008-06	181.200
2008-07	180.800
2008-08	181.700
2008-09	182.900
2008-10	181.900
2008-11	181.600
2008-12	180.700
2009-01	181.600
2009-02	181.800
2009-03	181.600
2009-04	183.100
2009-05	180.000
2009-06	180.000
2009-07	179.900
2009-08	179.900
2009-09	183.800
2009-10	183.600
2009-11	183.600
2009-12	184.400
2010-01	184.500
2010-02	184.700
2010-03	184.500
2010-04	184.500
2010-05	184.600
2010-06	184.600
2010-07	184.800

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2010-08	182.153	185.060	187.968
2010-09	181.154	185.318	189.482
2010-10	180.455	185.576	190.696
2010-11	179.909	185.834	191.758
2010-12	179.460	186.092	192.724
2011-01	179.078	186.349	193.620
2011-02	178.749	186.607	194.465
2011-03	178.461	186.865	195.269
2011-04	178.206	187.123	196.040
2011-05	177.979	187.381	196.783
2011-06	177.775	187.638	197.501
2011-07	177.593	187.896	198.200

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Data extracted on: August 17, 2010 (10:39:35 AM)

Producer Price Index-Commodities

Series Id: WPU144

Not Seasonally Adjusted

Group: Transportation equipment

Item: Railroad equipment

Base Date: 198200

Download: .xls

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
2009	181.6	181.8	181.6	183.1	180.0	180.0	179.9	179.9	183.8	183.6	183.6	184.4	181.9
2010	184.5	184.7	184.5	184.5(P)	184.6(P)	184.6(P)	184.8(P)						

P : Preliminary. All indexes are subject to revision four months after original publication.

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Calculation of Interest Rate for RCAF

Sch. 210	2009 Col. b.
L. 42	1,153,639
L. 44	7,642
-L. 22	4,262
Tot. Interest	1,157,019

Sch. 200	(close of year) Col b.	(beg. of year) Col c.	Avg.
L. 30	108,512	248	
L. 39	797,917	1,339,399	
L. 41	2,779,616	2,649,516	
L. 42	1,311,458	1,391,328	
L. 43	3,385,858	2,458,089	
L. 44	0	0	
L. 45	9,405,947	9,102,194	
L. 46	72,891	85,391	
Tot. Debt	17,862,199	17,026,165	17,444,182.0
			6.63%

Index (1980=100)

84.5

Sch. 210	1980 Col. b.
L. 44	1,015,377
L. 46	19,097
-L. 22	413
Tot. Interest	1,034,061

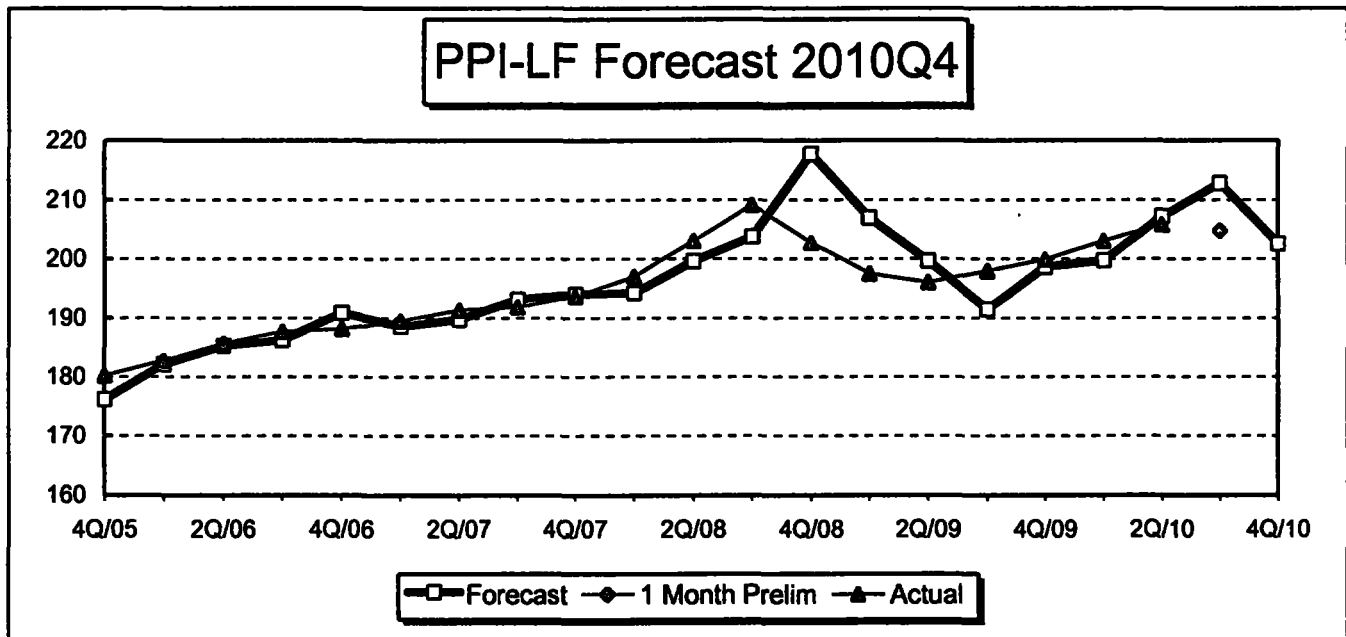
Sch. 200	Col b.	Col c.	
L. 26	56,047	40,480	
L. 34	975,151	1,016,289	
L. 36	4,459,060	4,230,627	
L. 37	6,110,818	5,461,765	
L. 38	1,477,000	1,519,719	
L. 39	207,142	207,142	
L. 40	393,362	279,509	
L. 41	(54,679)	(24,481)	
Tot. Debt	13,623,901	12,731,050	7.85%

PPI-LF Forecast (for Other and Lease Rentals Components)

	Forecast	Actual	1 Month Prelim
4Q/05	176.2	180.2	
1Q/06	182.1	182.7	
2Q/06	185.3	185.7	
3Q/06	186.3	187.7	
4Q/06	190.9	188.2	
1Q/07	188.6	189.5	
2Q/07	189.8	191.4	
3Q/07	193.2	191.9	
4Q/07	194.1	193.7	
1Q/08	194.3	197.1	
2Q/08	199.7	203.1	
3Q/08	203.8	209.2	
4Q/08	217.8	202.8	
1Q/09	207.0	197.6	
2Q/09	199.7	196.1	
3Q/09	191.5	198.0	
4Q/09	198.7	199.9	
1Q/10	199.8	203.1	
2Q/10	207.3	205.9	
3Q/10	212.9		204.8
4Q/10	202.6		

1980 Base

	PPI-LF Forecast		Yr Ago Actual	Percent Change		
	(82=100)	(80=100)		Latest Month Actual	2nd Prev Qtr Actual	Previous Forecast
2010Q3						
Low	172.5	193.4	-3.3%			
Midpoint	180.7	202.6	1.4%	-1.1%	-1.6%	-4.8%
High	189.3	212.2	6.2%			



1f_ppi.txt

Forecast Pro Version 4.3 Standard Edition

Database I:\Indexes2\RCAF\2010Q4\70ther\FPIf_ppi.xls is open and ready for use.

Expert data exploration of dependent variable PPILF

Length 72 Minimum 152.600 Maximum 186.600
Mean 170.571 Standard deviation 9.542

Classical decomposition (multiplicative)

Trend-cycle: 96.54% Seasonal: 0.43% Irregular: 3.03%

Log transform recommended for Box-Jenkins.

Choice is narrowed down to Box-Jenkins or exponential smoothing.

Box-Jenkins outperforms exponential smoothing by 1.894 to 1.897 out-of-sample Mean Absolute Deviation. I tried 78 forecasts up to a maximum horizon 12. For Box-Jenkins, I used a log transform.

Series is trended and nonseasonal.

Recommended model: Box-Jenkins

Forecast Model for PPILF

ARIMA(0,2,0) with log transform

Within-Sample Statistics

Sample size 72 Number of parameters 0
 n 5.138 Standard deviation 0.0564
 quare 0.9944 Adjusted R-square 0.9944
Durbin-Watson 2.011 Ljung-Box(18)=18.26 P=0.5612
Forecast error 0.004206 BIC 0.7163
MAPE 0.003121 RMSE 0.737
MAD 0.5399

Forecast Report

Tue Aug 24 13:43:52 2010

Box-Jenkins model for PPILF

Analysis of Historic Fit Set

Date	Historic
2004-08	152.600
2004-09	153.300
2004-10	154.600
2004-11	155.000
2004-12	155.400
2005-01	156.400
2005-02	156.900
2005-03	157.400
2005-04	157.600
2005-05	157.400
2005-06	157.000
2005-07	157.300
2005-08	157.500
2005-09	158.700
2005-10	160.500
2005-11	161.000
2005-12	161.300
2006-01	162.500
2006-02	163.200
2006-03	163.800
2006-04	164.800
2006-05	166.400
2006-06	166.800
2006-07	167.100
2006-08	167.500
2006-09	167.600
2006-10	167.700
2006-11	167.800
2006-12	167.900
2007-01	168.200
2007-02	168.600
2007-03	169.400

1f_ppi.txt

2007-04	170.300
2007-05	170.800
2007-06	171.000
2007-07	171.400
2007-08	171.100
2007-09	171.200
2007-10	172.200
2007-11	173.100
2007-12	173.100
2008-01	174.700
2008-02	175.900
2008-03	177.400
2008-04	179.800
2008-05	181.800
2008-06	183.200
2008-07	185.900
2008-08	186.600
2008-09	186.200
2008-10	183.700
2008-11	179.900
2008-12	177.400
2009-01	176.900
2009-02	176.100
2009-03	175.600
2009-04	175.000
2009-05	174.900
2009-06	175.200
2009-07	175.500
2009-08	176.600
2009-09	177.200
2009-10	177.700
2009-11	178.100
2009-12	178.900
2010-01	180.200
2010-02	181.200
2010-03	182.400
2010-04	183.800
2010-05	184.000
2010-06	183.200
2010-07	182.700

Forecasted values

Date	2.5 Lower	Forecast	97.5 Upper
2010-08	180.684	182.201	183.731
2010-09	178.339	181.704	185.133
2010-10	175.628	181.208	186.966
2010-11	172.625	180.714	189.181
2010-12	169.386	180.220	191.748
2011-01	165.952	179.728	194.649
2011-02	162.357	179.238	197.874
2011-03	158.630	178.749	201.419
2011-04	154.797	178.261	205.282
2011-05	150.879	177.774	209.464
2011-06	146.896	177.289	213.971
2011-07	142.866	176.805	218.807

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Producer Price Index-Commodities

Series Id: WPU03T15M05

Not Seasonally Adjusted

Group: Industrial Commodities less fuels

Item: Industrial commodities less fuels

Base Date: 198200

Download: .xls

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
2009	176.9	176.1	175.6	175.0	174.9	175.2	175.5	176.6	177.2	177.7	178.1(R)	178.9	176.5
2010	180.2	181.2	182.4	183.8(P)	184.0(P)	183.2(P)	182.7(P)						

R : Revised
P : Preliminary. All indexes are subject to revision four months after original publication.

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Forecast Error Calculation

	Second Quarter 2010		Diff
	2008	2010Q2	
Labor	Weight	Forecast	Actual
Fuel	30.2%	357.3	357.3
M&S	25.2%	255.2	287.8
Equip Rents	5.1%	240.2	240.0
Depreciation	6.3%	201.6	201.0
Interest	10.4%	204.3	204.2
Other	2.3%	83.9	83.9
	20.5%	207.3	205.9
Weighted Avg	100.0%		
1980 = 100		262.8	270.7
1980 = 100 (linked)		256.8	265.3
4Q07 = 100	2.459	104.4	107.9
4Q02 = 100	1.921	133.7	138.1
4Q97 = 100	1.732	148.3	153.2
4Q92 = 100	1.569	163.7	169.1

Forecast Error → 3.5

<u>Prior Quarter</u>	
1980 = 100	262.9
1980 = 100 (linked)	256.9
4Q07 = 100	104.5
4Q02 = 100	133.7
4Q97 = 100	148.3
4Q92 = 100	163.7
	262.8 ***
	257.6
	104.8
	134.1
	148.7
	164.2

<u>Equipment Rents</u>	
Car Hire	182.7
Lease Rentals	207.3
Weighted Average	196.5
Linked	201.6
	182.8
	205.9
	195.8
	201.0

<u>Prior Quarter</u>	
Weighted Average	193.7
Linked	198.7
	194.4 ***
	199.6

Sum of Weights ok
Sum of ER Wt. ok

If fourth quarter, weighted avg for prior needs to use new weights, linked is ok

* actual=forecast
from 1st month of quarter
* actual=forecast, exception for 2010Q¹ RR revision
from Equipment Rents below
PPI-RE 184.50 184.60 184.60 0.9040
* actual=forecast
PPI-LF 183.80 184.00 183.20 0.8920

calculated
calculated
calculated
calculated
calculated

calculated

calculated
calculated
calculated
calculated

from UMLER equipment rents
calculated (equals PPI-LF from above)
calculated
calculated

All-Inclusive Index (Actual)

	08 Wts	3Q/09 07 Wts	3Q/09 08 Wts	% Chg.	4Q/09 08 Wts	% Chg.	1Q/10 08 Wts	% Chg.	2Q/10 08 Wts	% Chg.	3Q/10 08 Wts	% Chg.
Labor	30.2%	347.2	347.2	0.0%	344.8	-0.7%	356.9	3.5%	357.3	0.1%	356.3	-0.3%
Fuel	25.2%	218.3	218.3	0.0%	244.0	11.8%	258.6	6.0%	287.8	11.3%	241.0	NA
M&S	5.1%	255.9	255.9	0.0%	238.8	-6.7%	243.8	2.1%	240.0	-1.6%	241.0	0.4%
Equipment Rents	6.3%	196.2	196.2	0.0%	198.8	1.3%	199.6	0.4%	201.0	0.7%	0.0	NA
Depreciation	10.4%	200.2	200.2	0.0%	203.5	1.6%	204.8	0.6%	204.2	-0.3%	NA	NA
Interest	2.3%	88.0	88.0	0.0%	83.9	-4.7%	83.9	0.0%	83.9	0.0%	83.9	0.0%
Other	20.5%	198.0	198.0	0.0%	199.9	1.0%	203.1	1.6%	205.9	1.4%	NA	NA
Weighted Avg.	1.0000	251.1	248.7	-1.0%	254.4	2.3%	262.8	3.3%	270.7	3.0%	121.8	-55.0%
Linked		243.8			249.4	2.3%	257.6	3.3%	265.3	3.0%	119.4	-55.0%
10/1/80		237.4			242.8	2.3%	250.8	3.3%	258.3	3.0%	116.3	-55.0%
10/1/82		201.7			206.3	2.3%	213.1	3.3%	219.4	3.0%	98.8	-55.0%
4Q/87		184.4			188.7	2.3%	194.9	3.3%	200.7	3.0%	90.3	-55.0%
4Q/82		155.4			159.0	2.3%	164.2	3.3%	169.1	3.0%	76.1	-55.0%
4Q/97		140.8			144.0	2.3%	148.7	3.3%	153.2	3.0%	68.9	-55.0%
4Q/02		126.9			129.8	2.3%	134.1	3.3%	138.1	3.0%	62.2	-55.0%
4Q/07		99.1			101.4	2.3%	104.8	3.4%	107.9	3.0%	48.6	-55.0%
Equipment Rents												
Car Hire	43.9%	182.2	182.2	0.0%	185.5	1.8%	183.2	-1.2%	182.8	-0.2%	NA	NA
Lease Rentals	56.1%	198.0	198.0	0.0%	199.9	1.0%	203.1	1.6%	205.9	1.4%	0.0	NA
ER Weighted Avg	1.0000	191.2	191.1	-0.1%	193.6	1.3%	194.4	0.4%	195.8	0.7%	0.0	NA
ER Linked		196.2			198.8	1.3%	199.6	0.4%	201.0	0.7%	0.0	NA

Impact/Check of weight change	07 Wts	08 Wts
Labor	13.882	104.854
Fuel	44.315	55.012
Material & Supplies	12.795	13.051
Equipment Rents	14.126	12.361
Depreciation	22.022	20.821
Interest	2.576	2.024
Other	41.580	40.590
Weighted Avg	251.096	248.712
ER Weighted Avg	191.744	191.0638

Note: 2010Q1
M&S Index has
been corrected
from 242.7 to 243.8
-- resulting
Weighted Average
remained 262.8, so
all linked indexes
were not affected.

Note: 2010Q2
M&S Index was
corrected from
240.2 filed to 240.0
corrected. The
change was too
small to have an
impact.

RCAF Fuel (Actual All-Inclusive Index)

April 2010

Monthly Report

	April 2010 Price (cents) (1)	1/1/81 Price (cents) (2)	1/91 New Method Linking Factors (3)	April 2010 Index 1/1/81=100 (4)	Linking Factor 1980=100 (5)	April 2010 1980=100 Current Index (6)
U.S.	235.50	89.34	99.415	262.06	1.096	287.22

$$(4) = (1) / (2) \times (3)$$

$$(6) = (4) \times (5)$$

Final Actual All-Inclusive Index Used for RCAF's Forecast Error Adjustment

	April 2010 1980=100 Current Index	Adjustment Factor	April 2010 1980=100 Linked Index
U.S.	287.22	1.00192	287.77 ←

January	=	Q1
April	=	Q2
July	=	Q3
October	=	Q4

Car Hire for RCAF

RCAF (Actual)

		1980	Aug 3Q/09	Nov 4Q/09	Feb 1Q/10	May 2Q/10	Aug 3Q/10
RATE							
RR-OWNED TIME		31.00	67.00	67.00	67.00	67.00	67.00
RR-OWNED MILEAGE		4.69	7.20	7.20	7.20	7.20	7.20
PRIVATELY-OWNED CARS		25.47	45.74	46.94	46.17	45.99	46.17
AUTORACKS		47.00	51.28	51.08	45.74	46.55	46.54
INDEX							
RR-OWNED TIME		100.0	216.1	216.1	216.1	216.1	216.1
RR-OWNED MILEAGE		100.0	153.5	153.5	153.5	153.5	153.5
PRIVATELY-OWNED CARS		100.0	179.6	184.3	181.3	180.6	181.3
AUTORACKS		100.0	109.1	108.7	97.3	99.0	99.0
CAR HIRE INDEX (old wts)	2007	100.0	183.2	--	--	--	--
CAR HIRE INDEX (new wts)	2008	100.0	182.7	186.0	183.7	183.3	183.8
CAR HIRE INDEX (LINKED)		100.0	182.2	185.5	183.2	182.8	183.3

Note: Indexes are rounded, rates are full float.

Equipment Rents Data From CHARM

	2009 (first day of month)						2010 (first day of month)							
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Railroad Equipment														
No. of Cars (cars with rates only)	9,269	9,276	9,275	9,314	9,246	9,239	10,230	10,462	10,444	10,469	10,429	10,403	10,396	10,392
Superstructures (Vehicular Flats)														
Rate (in cents)	21.0	21.0	21.0	20.0	20.0	20.0	18.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Superstructures #3 - Auto Rack	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0
All other #1 - Time	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2
All other #2 - Mileage														
Private Equipment														
No. of Cars (cars with rates only)	49,413	49,130	48,952	48,776	48,533	48,399	48,201	48,078	48,007	47,891	47,806	47,689	47,610	47,511
Superstructures (Vehicular Flats)	339,231	338,505	338,948	337,548	335,538	334,357	333,685	332,058	331,133	332,017	331,245	330,217	330,437	331,345
Covered Hoppers	313,946	313,234	313,605	312,685	311,553	311,463	310,730	309,009	308,790	308,190	307,873	307,923	307,541	307,292
Tank Cars	308,148	308,917	307,863	306,370	309,260	308,655	307,420	305,942	306,387	305,982	306,037	305,011	304,016	302,447
Others														
Rate (in cents)	78.0	78.0	78.0	76.0	78.0	78.0	78.0	78.0	78.0	78.0	78.0	78.0	78.0	78.0
Superstructures #1 - Time	0.8	0.8	0.8	0.8	0.8	0.8	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Superstructures #2 - Mileage	56.0	57.0	57.0	57.0	57.0	57.0	57.0	52.0	53.0	53.0	53.0	53.0	53.0	53.0
Superstructures #3 - Auto Rack	44.2	44.3	44.3	44.4	44.4	44.5	44.6	42.7	42.8	42.9	42.9	42.9	42.9	43.0
Covered Hoppers #2 - Mileage	76.6	76.7	80.3	80.4	80.5	80.6	80.8	79.3	78.4	78.5	78.6	78.7	78.8	78.9
Tank Cars #2 - Mileage	61.0	61.0	61.0	60.0	61.0	61.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0
Others #1 -Time	6.6	6.6	6.6	6.6	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.8	6.8	6.8
Others #2 - Mileage														
AVERAGE RATES														
Private Superstructures	19.13	19.13	19.13	18.66	19.13	19.13	19.53	19.53	19.53	19.53	19.53	19.53	19.53	19.53
Private Others	20.14	20.14	20.14	19.92	20.24	20.24	20.66	20.66	20.66	20.66	20.66	20.66	20.66	20.66
Private Total	45.70	45.74	46.90	46.89	46.94	47.02	47.28	46.17	45.91	45.97	45.99	46.03	46.07	46.17
Autotracks	50.47	51.28	51.27	51.07	51.08	51.07	50.17	45.74	46.57	46.54	46.55	46.55	46.55	46.54

	"Old Wts" "New Wts"	
	2007	2008
For RCAF & RCR		
RR-owned Time	0.169	0.179
RR-owned Mileage	0.100	0.100
Privately-owned Cars	0.731	0.709
Autotracks	0.000	0.012
----- Check sum	1.000	1.000

Weights for Equipment Rents (not used in Car Hire calculation)		
	2007	2008
Car Hire - U.S.	0.432	0.439
Lease Rentals - U.S.	0.568	0.561
----- Check sum	1.000	1.000

Note: The 4 bold lines are used for the Car Hire Rate. Private Total uses a weighted average of the Covered Hoppers, Tank Cars, Combined Private Superstructures, and Combined Private Others rates.

file: Equip_Rents06wtsRCAF.xls

AAR Car Hire - Equipment Rents Data Page

6/2/10

AVERAGE RATE FOR 05/10			
CAR RENTAL RATES			
CAR GROUP	CAR COUNT	TIME	MILEAGE
-VEHICULAR FLATS	10,429	147 ¢/HR	.089 \$/MILE
ONO. OF ZERO RATED VEH. FLATS 2/	55		
-ALL OTHER CARS	606,910	67 ¢/HR	.072 \$/MILE
ONO. OF ZERO RATED "OTHER" CARS 2/	33,890		
0	TOTAL:		
	651,284		

1/ THIS PRINT EXCLUDES THE FOLLOWING CAR TYPES:

- CAR TYPE D - LOCOMOTIVES
- CAR TYPE M - MAINTENANCE OF WAY, SCALE, PASSENGER, CABOOSE AND EOT DEVICE
- CAR TYPE U - CONTAINERS
- CAR TYPE Z - TRAILERS

0 ALL TTX EQUIPMENT (INCLUDING ABOX, RBOX AND GONK) IS SHOWN ON THE PRIVATE EQUIPMENT REPORT.

-2/ EQUIPMENT CAN BE ZERO RATED DUE TO OWNERS SUPPLYING INCORRECT OR INSUFFICIENT INFORMATION TO THE CAR ACCOUNTING PROCESS OR CARS WITH RATE INDICATOR SIX (6). THIS EQUIPMENT IS ELIMINATED FROM THE AVERAGING PROCESS.

1PROGRAM: DPRB799
 CURRENT DATE: MAY 01, 2010
 PRIVATE EQUIPMENT 1/
 AVERAGE RATE FOR 05/10
 CAR RENTAL RATES
 TIME MILEAGE AUTO RACK
 78 ¢/HR .012 \$/MILE 53 ¢/HR
 0 ¢/HR .429 \$/MILE
 0 ¢/HR .786 \$/MILE
 62 ¢/HR .069 \$/MILE
 TOTAL: 1,048,802
 1/ THIS PRINT EXCLUDES THE FOLLOWING CAR TYPES:
 CAR TYPE D - LOCOMOTIVES
 CAR TYPE M - MAINTENANCE OF WAY, SCALE, PASSENGER, CABOOSE AND EOT DEVICE
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 -2/ EQUIPMENT CAN BE ZERO RATED DUE TO OWNERS SUPPLYING INCORRECT OR INSUFFICIENT INFORMATION TO THE CAR ACCOUNTING PROCESS OR CARS
 WITH RATE INDICATOR SIX (6). THIS EQUIPMENT IS ELIMINATED FROM THE AVERAGING PROCESS.
 □

CAR GROUP	CAR COUNT	TIME	MILEAGE	AUTO RACK
-VEHICULAR FLATS	47,806	78 ¢/HR	.012 \$/MILE	53 ¢/HR
ONO. OF ZERO RATED VEH. FLATS 2/	6			
-COVERED HOPPERS	331,245	0 ¢/HR	.429 \$/MILE	
ONO. OF ZERO RATED COVERED HOPPERS 2/	10,295			
-TANKS	307,873	0 ¢/HR	.786 \$/MILE	
ONO. OF ZERO RATED TANKS 2/	9,008			
-ALL OTHER CARS	306,037	62 ¢/HR	.069 \$/MILE	
ONO. OF ZERO RATED "OTHER" CARS 2/	36,532			
TOTAL:	1,048,802			

1/ THIS PRINT EXCLUDES THE FOLLOWING CAR TYPES:

CAR TYPE D - LOCOMOTIVES

CAR TYPE M - MAINTENANCE OF WAY, SCALE, PASSENGER, CABOOSE AND EOT DEVICE

CAR TYPE U - CONTAINERS

CAR TYPE Z - TRAILERS

0 ALL TTX EQUIPMENT (INCLUDING ABOX, RBOX AND GONK) IS SHOWN ON THE PRIVATE EQUIPMENT REPORT.

-2/ EQUIPMENT CAN BE ZERO RATED DUE TO OWNERS SUPPLYING INCORRECT OR INSUFFICIENT INFORMATION TO THE CAR ACCOUNTING PROCESS OR CARS WITH RATE INDICATOR SIX (6). THIS EQUIPMENT IS ELIMINATED FROM THE AVERAGING PROCESS.

□

RCAF - Depreciation

Series ID : wpu144

Not Seasonally Adjusted

Group : Transportation equipment

Item : Railroad equipment

Forecast Year 2010

As reported at end of month 82=100

		Nov.	Feb.	May	Aug.
For Forecast →		10Q1	10Q2	10Q3	10Q4
For Actual →		09Q3	09Q4	10Q1	10Q2
January	2009	181.6	181.6	181.6	181.6
February	2009	181.8	181.8	181.8	181.8
March	2009	181.6	181.6	181.6	181.6
April	2009	183.1	183.1	183.1	183.1
May	2009	180.0	180.0	180.0	180.0
June	2009	180.0	180.0	180.0	180.0
July	2009	179.6	179.9	179.9	179.9
August	2009	179.6	179.9	179.9	179.9
September	2009	183.9	183.8	183.8	183.8
October	2009	183.9	183.9	183.6	183.6
November	2009		183.7	183.6	183.6
December	2009		184.5	184.4	184.4
January	2010		185.0	185.0	184.5
February	2010			185.2	184.7
March	2010			185.0	184.5
April	2010			184.5	184.5
May	2010				184.6
June	2010				184.6
July	2010				184.8
Actual Qtr.		181.0	184.0	185.1	184.6

1980=100

Actual Qtr.	200.2	203.5	204.8	204.2
First Mo. next qtr.	203.4	204.6	204.1	204.4

0.904 =1980


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Producer Price Index-Commodities

Series Id: WPU144

Not Seasonally Adjusted

Group: Transportation equipment

Item: Railroad equipment

Base Date: 198200

 Download: .xls

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
2009	181.6	181.8	181.6	183.1	180.0	180.0	179.9	179.9	183.8	183.6	183.6	184.4	181.9
2010	184.5	184.7	184.5	184.5(P)	184.6(P)	184.6(P)	184.8(P)						

P : Preliminary. All indexes are subject to revision four months after original publication.

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RCAF - Other

Series ID : wpu03t15m05

Not Seasonally Adjusted

Group : Industrial Commodities less fuels

Item : Industrial commodities less fuels

		Forecast Year 2010			
		As reported at end of month 82=100			
		Nov.	Feb.	May	Aug.
For Forecast	→	10Q1	10Q2	10Q3	10Q4
For Actual	→	09Q3	09Q4	10Q1	10Q2
January	2009	176.9	176.9	176.9	176.9
February	2009	176.1	176.1	176.1	176.1
March	2009	175.6	175.6	175.6	175.6
April	2009	175.0	175.0	175.0	175.0
May	2009	174.9	174.9	174.9	174.9
June	2009	175.2	175.2	175.2	175.2
July	2009	175.6	175.5	175.5	175.5
August	2009	176.5	176.6	176.6	176.6
September	2009	177.7	177.2	177.2	177.2
October	2009	177.8	177.8	177.7	177.7
November	2009		178.2	178.1	178.1
December	2009		178.9	178.9	178.9
January	2010		180.1	180.1	180.2
February	2010			181.1	181.2
March	2010			182.3	182.4
April	2010			183.8	183.8
May	2010				184.0
June	2010				183.2
July	2010				182.7
Actual Qtr.		176.6	178.3	181.2	183.7

1980=100

Actual Qtr.

First Mo. next qtr.

198.0	199.9	203.1	205.9
199.3	201.9	206.1	204.8

0.892 =1980


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Data extracted on: August 17, 2010 (10:54:04 AM)

Producer Price Index-Commodities

Series Id: WPU03T15M05

Not Seasonally Adjusted

Group: Industrial Commodities less fuels

Item: Industrial commodities less fuels

Base Date: 198200

 Download: .xls

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
J09	176.9	176.1	175.6	175.0	174.9	175.2	175.5	176.6	177.2	177.7	178.1(R)	178.9	176.5
2010	180.2	181.2	182.4	183.8(P)	184.0(P)	183.2(P)	182.7(P)						

R : Revised

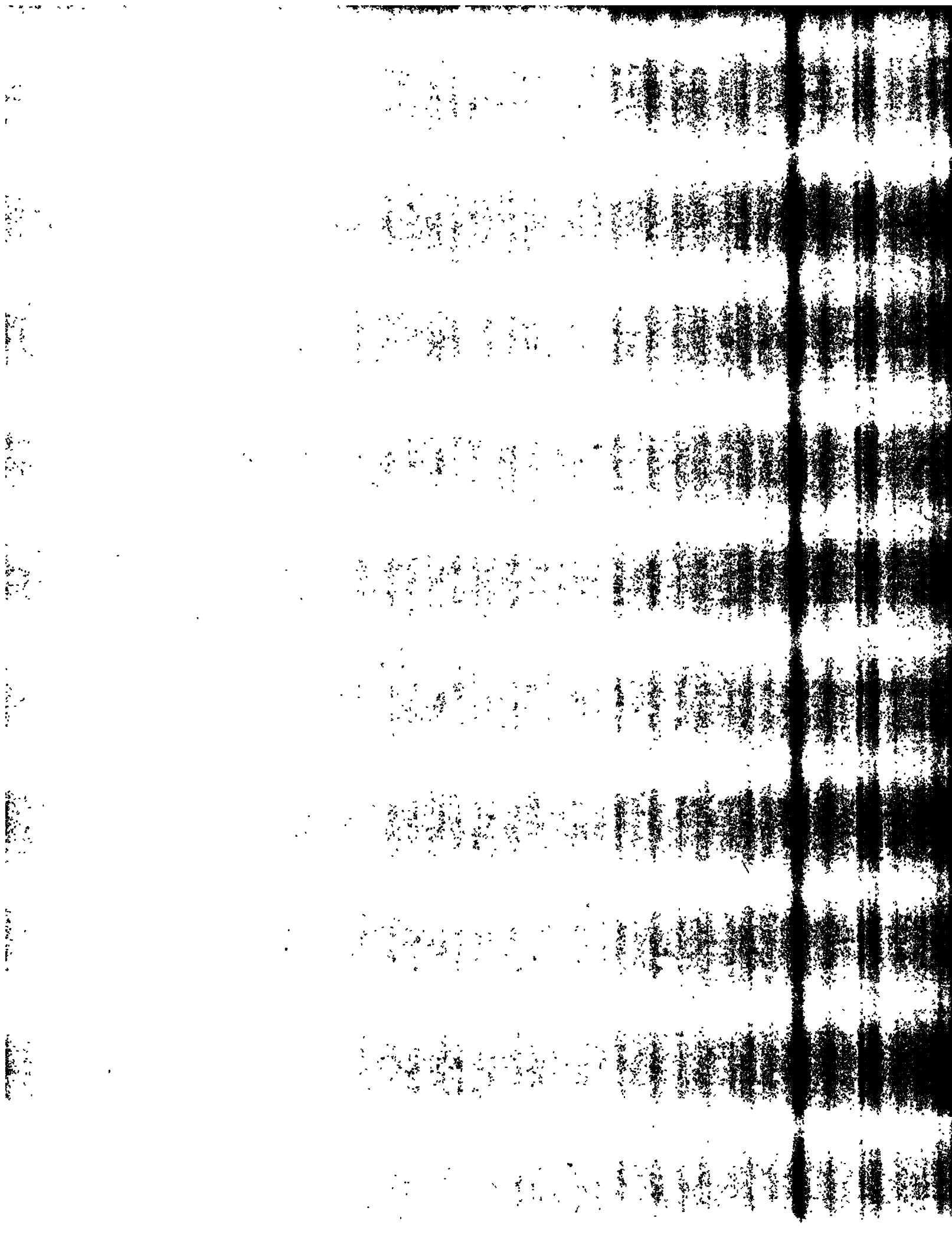
P : Preliminary. All indexes are subject to revision four months after original publication.

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RCAF Weights

	U.S.	East	West	2009	2008	Amt Chg	2007	2006	2005
Labor	\$13,246,964	\$5,536,445	\$7,710,519	34.7%	30.2%	4.5%	32.8%	34.5%	35.3%
Fuel	5,684,751	1,554,863	4,129,888	14.9%	25.2%	-10.3%	20.3%	19.2%	16.0%
Mat & Sup.	1,960,067	770,626	1,189,441	5.1%	5.1%	0.0%	5.0%	5.0%	4.6%
Equip. Rents	2,722,138	683,828	2,038,310	7.1%	6.3%	0.8%	7.2%	7.8%	8.2%
Depreciation	5,291,961	1,967,383	3,324,578	13.9%	10.4%	3.5%	11.0%	10.6%	11.1%
Interest	1,152,464	514,945	637,519	3.0%	2.3%	0.7%	2.7%	2.7%	3.1%
Other	8,154,583	3,512,555	4,642,028	21.3%	20.5%	0.8%	21.0%	20.2%	21.7%
Total	\$38,212,928	\$14,540,645	\$23,672,283	100.0%	100.0%		100.0%	100.0%	100.0%

Check

410 620f	37,060,464
Interest	1,152,464
Total	38,212,928
	ok

Bolded number was adjusted to force rounded numbers to add to 100.0%.

Other	U.S.	East	West	2009	2008	Amt Chg.
Purch Service	\$5,269,177	\$2,150,585	\$3,118,592	13.8%	12.6%	1.2%
Taxes	777,755	289,095	488,660	2.0%	1.8%	0.2%
Cas & Insuran	493,402	126,031	367,371	1.3%	1.8%	-0.5%
Loss & Dam	57,421	12,018	45,403	0.2%	0.2%	-0.1%
Gen & Admn	1,556,828	934,826	622,002	4.1%	4.6%	-0.5%
Total	\$8,154,583	\$3,512,555	\$4,642,028	21.3%	21.0%	0.3%

RCR and RCAF Internal Weights

	U.S.	East	West	U.S. 2009	East 2009	West 2009	U.S. 2008	Amt Diff
Labor								
Wages	9,291,571	3,795,202	5,496,369	70.1%	68.5%	71.3%	72.3%	-2.2%
Wage Supplem	3,955,393	1,741,243	2,214,150	29.9%	31.5%	28.7%	27.7%	2.2%
Total	13,246,964	5,536,445	7,710,519	100.0%	100.0%	100.0%	100.0%	
	ok	ok	ok					

Depreciation (RCR)

Road	3,754,106	1,395,350	2,358,756	70.9%	70.9%	70.9%	70.7%	0.2%
Locomotive	913,304	286,182	627,122	17.3%	14.5%	18.9%	16.4%	0.9%
Freight Car	345,410	198,181	147,229	6.5%	10.1%	4.4%	7.3%	-0.8%
Other Equip.	279,141	87,670	191,471	5.3%	4.5%	5.8%	5.6%	-0.3%
Total	5,291,961	1,967,383	3,324,578	100.0%	100.0%	100.0%	100.0%	
Check	ok	ok	ok					

Deprec - Other (RCR)

Locomotive	913,304	286,182	627,122	72.6%	59.1%	81.0%	69.2%	3.4%
Freight Car	345,410	198,181	147,229	27.4%	40.9%	19.0%	30.8%	-3.4%
Total	1,258,714	484,363	774,351	100.0%	100.0%	100.0%	100.0%	

Equip. Rents

Car Hire	1,148,874	479,857	669,017	42.2%	70.2%	32.8%	43.9%	-1.7%
Lease Rents	1,573,264	203,971	1,369,293	57.8%	29.8%	67.2%	56.1%	1.7%
Total	2,722,138	683,828	2,038,310	100.0%	100.0%	100.0%	100.0%	
Check	ok	ok	ok					

Interest (RCR)

Road	133,714,150	53,997,645	79,716,505	81.7%	78.4%	84.1%	81.7%	0.0%
Locomotive	19,942,463	8,684,350	11,258,113	12.2%	12.6%	11.9%	11.7%	0.5%
Freight Car	10,011,505	6,199,087	3,812,418	6.1%	9.0%	4.0%	6.6%	-0.5%
Total	163,668,118	68,881,082	94,787,036	100.0%	100.0%	100.0%	100.0%	
	ok	ok	ok					

from Sch. 352B

Car Hire

RR Time excl Autork	192,302			16.8%			17.9%	-1.1%
RR Mileage excl Auto	97,066			8.4%			10.0%	-1.6%
Private excl Autorack	843,187			73.5%			70.9%	2.6%
Autorack	14,615			1.3%			1.2%	0.1%
Total	1,147,170			100.0%			100.0%	
	ok							

from Sch. 414

Car Hire, Adjusted to eliminate negative numbers

RR Time excl Autork	192,302			16.8%			17.9%	-1.1%
RR Mileage excl Auto	97,066			8.4%			10.0%	-1.6%
Private excl Autorack	843,187			73.5%			70.9%	2.6%
Autorack	14,615			1.3%			1.2%	0.1%
Total	1,147,170			100.0%			100.0%	

Note: These numbers are all rounded to 3 digits after the decimal or 1 digit after the decimal for a percentage. In the event that the rounded percentages do not sum to 100.0%, the number that is closest to rounding in the other direction will be changed to force a 100.0% total. The number is identified by a bold font.

Railroad Retirement and Medicare

RRB 2008 Stats plus WS 2009 Stats

Empl Rcvg Pay 159,399 AAR's 2009 112-Class Summary

Tier I Maximum 106,800 from RRB for 2009

Tier II Maximum 79,200 from RRB for 2009

Medicare Max. no limit

Tier I Tax Rate 6.20%

Tier II Tax Rate 12.10% from RRB for 2009

Medicare Rate 1.45%

ST+PFTNW

(Informational only)

USA	Rate	Factor	RR Ret Tax
2008	\$32.537		
2009	\$34.444	1.05861	\$540,674,343

Hourly Rate

68.66

Hourly rate from SUPPL2009_revised.xls

Railroad Retirement and Medicare, USA for RCAF and RCR Final Annual

Annual Earnings Groups	Percent of Total Employees	2009 Employees	Receiving Pay	2008 RRB Stats	Ann Earnings	Est Avg	Avg City	Tier I Taxable	Tier II Taxable	Medicare Taxable	Tier I Tot Tax Emgs	Tier II Tot Tax Emg	Medicare Tot Tax Emg
	(a)	'09 emp * '08 %		(a)		avg ann * factor		2009	2009	2009	2009	2009	2009
\$0 - 21699	0.504	803		\$11,743	\$12,431	\$3,108	\$3,108	\$3,108	\$3,108	\$3,108	\$2,496,728	\$2,496,728	\$2,496,728
21700 - 23699	0.046	73		\$22,738	\$24,071	6,018	6,018	6,018	6,018	6,018	441,237	441,237	441,237
23700 - 25699	0.092	147		\$24,743	\$26,193	6,548	6,548	6,548	6,548	6,548	960,289	960,289	960,289
25700 - 27699	0.046	73		\$26,338	\$27,982	6,970	6,970	6,970	6,970	6,970	511,096	511,096	511,096
27700 - 29699	0.275	438		\$28,489	\$30,159	7,540	7,540	7,540	7,540	7,540	3,305,001	3,305,001	3,305,001
29700 - 31699	0.321	512		\$30,697	\$32,496	8,124	8,124	8,124	8,124	8,124	4,156,834	4,156,834	4,156,834
31700 - 33699	0.275	438		\$32,948	\$34,879	8,720	8,720	8,720	8,720	8,720	3,822,288	3,822,288	3,822,288
33700 - 35699	0.642	1,023		\$34,451	\$36,470	9,118	9,118	9,118	9,118	9,118	9,330,363	9,330,363	9,330,363
35700 - 37699	0.458	730		\$37,040	\$39,211	9,803	9,803	9,803	9,803	9,803	7,156,458	7,156,458	7,156,458
37700 - 39699	0.779	1,242		\$38,689	\$40,957	10,239	10,239	10,239	10,239	10,239	12,714,130	12,714,130	12,714,130
39700 - 41699	1.604	2,557		\$40,790	\$43,181	10,795	10,795	10,795	10,795	10,795	27,600,678	27,600,678	27,600,678
41700 - 43699	1.742	2,777		\$42,758	\$45,284	11,316	11,316	11,316	11,316	11,316	31,421,521	31,421,521	31,421,521
43700 - 45699	2.062	3,287		\$44,736	\$47,358	11,839	11,839	11,839	11,839	11,839	38,914,144	38,914,144	38,914,144
45700 - 47699	4.262	6,794		\$46,752	\$49,492	12,373	12,373	12,373	12,373	12,373	84,057,276	84,057,276	84,057,276
47700 - 49699	5.866	9,350		\$48,738	\$51,595	12,899	12,899	12,899	12,899	12,899	120,606,701	120,606,701	120,606,701
49700 - 51699	4.308	6,867		\$50,713	\$53,685	13,421	13,421	13,421	13,421	13,421	92,163,015	92,163,015	92,163,015
51700 - 53699	3.621	5,772		\$52,653	\$55,739	13,935	13,935	13,935	13,935	13,935	80,429,121	80,429,121	80,429,121
53700 - 55699	4.675	7,452		\$54,683	\$57,868	14,472	14,472	14,472	14,472	14,472	107,843,909	107,843,909	107,843,909
55700 - 57699	4.216	6,720		\$56,627	\$59,946	14,986	14,986	14,986	14,986	14,986	100,713,069	100,713,069	100,713,069
57700 - 59699	4.262	6,794		\$58,703	\$62,144	15,536	15,536	15,536	15,536	15,536	105,544,454	105,544,454	105,544,454
59700 - 61699	3.758	5,990		\$60,641	\$64,195	16,049	16,049	16,049	16,049	16,049	96,135,725	96,135,725	96,135,725
61700 - 63699	4.308	6,867		\$62,761	\$66,439	16,610	16,610	16,610	16,610	16,610	114,058,387	114,058,387	114,058,387
63700 - 65699	3.987	6,355		\$64,701	\$68,493	17,123	17,123	17,123	17,123	17,123	108,822,551	108,822,551	108,822,551
65700 - 67699	3.987	6,355		\$66,707	\$70,617	17,654	17,654	17,654	17,654	17,654	112,196,503	112,196,503	112,196,503
67700 - 69699	3.162	5,040		\$68,715	\$72,742	18,186	18,186	18,186	18,186	18,186	91,658,995	91,658,995	91,658,995
69700 - 71699	3.254	5,187		\$70,617	\$74,756	18,689	18,689	18,689	18,689	18,689	96,936,757	96,936,757	96,936,757
71700 - 73699	3.116	4,957		\$72,650	\$76,908	19,227	19,227	19,227	19,227	19,227	95,498,102	95,498,102	95,498,102
73700 - 75699	2.337	3,725		\$74,804	\$79,188	19,797	19,797	19,797	19,797	19,797	73,747,144	73,747,144	73,747,144
75700 - 77699	2.933	4,675		\$76,614	\$81,104	20,276	20,276	20,276	20,276	20,276	94,794,224	94,794,224	94,794,224
77700 - 79699	3.254	5,187		\$78,687	\$83,299	20,825	20,825	20,825	20,825	20,825	102,699,501	102,699,501	102,699,501
79700 - 81699	2.521	4,018		\$80,662	\$85,390	21,347	21,347	21,347	21,347	21,347	85,783,450	85,783,450	85,783,450
81700 - 83699	1.971	3,142		\$82,612	\$87,454	21,863	21,863	21,863	21,863	21,863	68,689,671	68,689,671	68,689,671
83700 - 85699	2.704	4,310		\$84,644	\$89,605	22,401	22,401	22,401	22,401	22,401	66,552,726	66,552,726	66,552,726
85700 - 87699	1.512	2,410		\$86,614	\$91,690	22,923	22,923	22,923	22,923	22,923	85,340,949	85,340,949	85,340,949
87700 - 89699	1.787	2,848		\$88,686	\$94,096	23,524	23,524	23,524	23,524	23,524	47,720,235	47,720,235	47,720,235
89700 - 91699	0.733	1,168		\$90,731	\$95,049	24,012	24,012	24,012	24,012	24,012	56,399,511	56,399,511	56,399,511
91700 - 93699	1.146	1,827		\$92,810	\$98,250	24,562	24,562	24,562	24,562	24,562	23,134,214	23,134,214	23,134,214
93700 - 95699	1.054	1,680		\$94,714	\$100,265	25,066	25,066	25,066	25,066	25,066	28,055,715	28,055,715	28,055,715
95700 - over	12.420	19,797		\$159,303	\$168,640	42,160	42,160	42,160	42,160	42,160	44,868,908	44,868,908	44,868,908
TOTAL	100.000	159,399									528,589,400	391,987,645	834,655,433
											\$2,842,956,676	\$2,634,299,173	\$3,149,022,709
											6.20%	12.10%	1.45%
											\$176,263,314	\$318,750,200	\$45,660,829
											Total Tier I & II & Medicare		\$540,674,343

Sources:

(a) rrb_earnings_dist2008.sas and rrbout2008.txt [Year 2008 data]

RR_Retirement_09annual.xls

RRB 2008 EARNINGS DATA

Annual Salary Range	Number of Employees	Gross Salary	Group		Cumulative Employees	Cumulative Salary	Average Salary (Cumulative)	Cumulative % Total Employment
			Average Salary (Group)	Employment % Total Employment				
\$ 0 TO \$21,699	11	\$129,169	\$11,743	0.504	11	\$129,169	\$11,743	0.504
\$21,700 TO \$23,699	1	\$22,738	\$22,738	0.046	12	\$151,907	\$12,659	0.550
\$23,700 TO \$25,699	2	\$49,486	\$24,743	0.092	14	\$201,393	\$14,385	0.642
\$25,700 TO \$27,699	1	\$26,338	\$26,338	0.046	15	\$227,731	\$15,182	0.687
\$27,700 TO \$29,699	6	\$170,934	\$28,489	0.275	21	\$398,665	\$18,984	0.962
\$29,700 TO \$31,699	7	\$214,877	\$30,697	0.321	28	\$613,542	\$21,912	1.283
\$31,700 TO \$33,699	6	\$197,687	\$32,948	0.275	34	\$811,229	\$23,860	1.558
\$33,700 TO \$35,699	14	\$482,319	\$34,451	0.642	48	\$1,293,548	\$26,949	2.200
\$35,700 TO \$37,699	10	\$370,402	\$37,040	0.458	58	\$1,663,950	\$28,689	2.658
\$37,700 TO \$39,699	17	\$657,721	\$38,689	0.779	75	\$2,321,671	\$30,956	3.437
\$39,700 TO \$41,699	35	\$1,427,661	\$40,790	1.604	110	\$3,749,332	\$34,085	5.041
\$41,700 TO \$43,699	38	\$1,624,816	\$42,758	1.742	148	\$5,374,148	\$36,312	6.783
\$43,700 TO \$45,699	45	\$2,013,115	\$44,736	2.062	193	\$7,387,263	\$38,276	8.845
\$45,700 TO \$47,699	93	\$4,347,915	\$46,752	4.262	286	\$11,735,178	\$41,032	13.107
\$47,700 TO \$49,699	128	\$6,238,463	\$48,738	5.866	414	\$17,973,641	\$43,415	18.973
\$49,700 TO \$51,699	94	\$4,766,990	\$50,713	4.308	508	\$22,740,631	\$44,765	23.281
\$51,700 TO \$53,699	79	\$4,159,578	\$52,653	3.621	587	\$26,900,209	\$45,827	26.902
\$53,700 TO \$55,699	102	\$5,577,627	\$54,683	4.675	689	\$32,477,836	\$47,138	31.577
\$55,700 TO \$57,699	92	\$5,209,659	\$56,627	4.216	781	\$37,687,495	\$48,255	35.793
\$57,700 TO \$59,699	93	\$5,459,416	\$58,703	4.262	874	\$43,146,911	\$49,367	40.055
\$59,700 TO \$61,699	82	\$4,972,578	\$60,641	3.758	956	\$48,119,489	\$50,334	43.813
\$61,700 TO \$63,699	94	\$5,899,510	\$62,761	4.308	1,050	\$54,018,999	\$51,447	48.121
\$63,700 TO \$65,699	87	\$5,628,966	\$64,701	3.987	1,137	\$59,647,965	\$52,461	52.108
\$65,700 TO \$67,699	87	\$5,803,543	\$66,707	3.987	1,224	\$65,451,508	\$53,473	56.095
\$67,700 TO \$69,699	69	\$4,741,310	\$68,715	3.162	1,293	\$70,192,818	\$54,287	59.258
\$69,700 TO \$71,699	71	\$5,013,836	\$70,617	3.254	1,364	\$75,206,654	\$55,137	62.511
\$71,700 TO \$73,699	68	\$4,940,216	\$72,650	3.116	1,432	\$80,146,870	\$55,968	65.628
\$73,700 TO \$75,699	51	\$3,814,990	\$74,804	2.337	1,483	\$83,961,860	\$56,616	67.965
\$75,700 TO \$77,699	64	\$4,903,298	\$76,614	2.933	1,547	\$88,865,158	\$57,444	70.898
\$77,700 TO \$79,699	71	\$5,586,793	\$78,687	3.254	1,618	\$94,451,951	\$58,376	74.152
\$79,700 TO \$81,699	55	\$4,436,384	\$80,662	2.521	1,673	\$98,888,335	\$59,108	76.673
\$81,700 TO \$83,699	43	\$3,552,298	\$82,612	1.971	1,716	\$102,440,633	\$59,697	78.643

RRB 2008 EARNINGS DATA

Annual Salary Range	Number of Employees	Gross Salary	Group		Cumulative Employees	Cumulative Salary	Average Salary (Cumulative)	Cumulative % Total Employment
			Average Salary (Group)	Employment % Total Employment				
\$83,700 TO \$85,699	59	\$4,994,009	\$84,644	2.704	1,775	\$107,434,642	\$60,527	81.347
\$85,700 TO \$87,699	33	\$2,858,253	\$86,614	1.512	1,808	\$110,292,895	\$61,003	82.860
\$87,700 TO \$89,699	39	\$3,466,565	\$88,886	1.787	1,847	\$113,759,460	\$61,591	84.647
\$89,700 TO \$91,699	16	\$1,451,693	\$90,731	0.733	1,863	\$115,211,153	\$61,842	85.380
\$91,700 TO \$93,699	25	\$2,320,238	\$92,810	1.146	1,888	\$117,531,391	\$62,252	86.526
\$93,700 TO \$95,699	23	\$2,178,414	\$94,714	1.054	1,911	\$119,709,805	\$62,642	87.580
\$95,700 AND OVER	271	\$43,171,245	\$159303	12.420	2,182	\$162,881,050	\$74,648	100.000
TOTAL	2,182	\$162,881,050	\$74,648	100.000	2,182	\$162,881,050	\$74,648	100.000

AAR 2009 Wage Statistics August 25, 2010 U.S.

Union	Employees	Straight Time		PFTNW	Union Lump
	Paid	Hours	Comp.	Comp.	Sums
UTU	39,041	63,507,643	1,539,760,997	742,773,523	7,415,974
TCU	7,073	11,634,382	291,648,538	73,669,288	3,698,891
BLET	24,471	46,388,717	1,294,697,495	586,381,287	135,881,051
SMW	995	1,744,765	42,994,630	7,840,553	512
BRS	6,565	12,062,445	316,141,520	75,182,190	115,366
BMWE	25,323	45,120,156	1,007,892,104	215,664,096	4,555,726
TCU-CAR	10,300	18,330,774	447,655,086	84,003,529	220,397
NCFO	2,448	4,279,805	87,067,282	15,284,910	52,516
IAM	6,924	12,190,315	302,870,045	61,107,405	128,260
IBBM	900	1,533,027	36,105,900	7,595,079	138,949
IBEW	5,303	9,368,171	235,342,002	48,715,168	352,222
ATDA	2,566	4,441,721	160,129,344	33,772,891	6,957,883
UTU-YMD	2,160	3,492,740	113,229,195	33,577,392	1,825,326
OTHER	25,330	51,571,012	2,204,966,331	81,785,551	
Total	159,399	285,665,673	\$8,080,500,469	\$2,067,352,862	\$161,343,073
ST Comp less Union Lump Sums			\$7,919,157,396		

Checks

OK Match	OK Match	OK Match	OK Match
Total including non-union			
			\$416,754,934

