

ASSOCIATION  
OF AMERICAN  
RAILROADS

**John T. Gray**  
Senior Vice President - Policy & Economics

September 4, 2015

239133

The Honorable Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

ENTERED  
Office of Proceedings  
September 4, 2015  
Part of  
Public Record

Dear Ms. Brown:

This submission is the AAR forecast of the fourth quarter 2015 All-Inclusive Index and Rail Cost Adjustment Factor, filed in Ex Parte No. 290 (Sub-No. 5) (2015-4) *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 2015 results on the fourth quarter 2012 base, and shows the percentage changes from the previous quarter.

	<u>2015Q3</u>	<u>2015Q4</u>	<u>% Change</u>
All-Inclusive Index	90.6	88.5	-2.3
Preliminary RCAF	0.906	0.885	-2.3
Forecast Error Adjustment	-0.077	-0.023	
RCAF (Unadjusted)	0.829	0.862	4.0
Productivity Adjustment Factor	2.3422	2.3462	
RCAF (Adjusted)	0.354	0.367	3.7
PAF-5	2.4828	2.4890	
RCAF-5	0.334	0.346	3.6

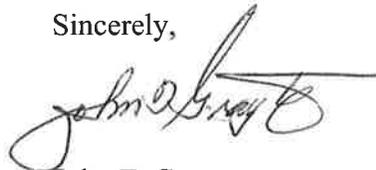
Page 2

September 4, 2015

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.

Our quarterly non-proprietary work papers underlying this submission are e-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. We have notified Pedro Ramirez, in the STB office handling this proceeding, of our plan to e-file the submission and non-proprietary work papers. A second copy of the submission and non-proprietary work papers, plus selected highly confidential work papers, will be hand-delivered to Mr. Ramirez's Data Collection and Auditing Team. All work papers 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 2015  
All-Inclusive Index**

**Ex Parte No. 290 (Sub-No. 5) (2015-4)**

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

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

**September 4, 2015**

# Table of Contents

<b>Subject</b>	<b>Page</b>
Introduction. . . . .	1
Index Weights. . . . .	2
All-Inclusive Index - Fourth Quarter 2015. . . . .	3
Forecast vs. Actual All Inclusive Index - Second Quarter 2015. . . . .	4
Productivity. . . . .	5
Rail Cost Adjustment Factor - Fourth Quarter 2015. . . . .	6
 Appendices	
A    Labor	
B    Fuel	
C    Materials & Supplies	
D    Equipment Rents	
E    Depreciation	
F    Interest	
G    Other Expenses	
H    Railroad and Union Abbreviations	

## Introduction

On January 2, 1985, the Interstate Commerce Commission (ICC) adopted the All-Inclusive Index 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 the RCAF-5, which was instituted by a Surface Transportation Board decision served October 3, 1996 in Ex Parte No. 290 (Sub-No. 7), *Productivity Adjustment - Implementation*. The AAR and its members do not believe the additional productivity-adjusted index is required or permitted by the applicable statute, and do not endorse its publication.

This quarter's projection of railroad costs is for the fourth quarter 2015. Each year's fourth quarter calculation utilizes new weights, which can be found on page 2. New 2014 annual report and wage statistics data have also been utilized to rebenchmark labor (see Appendix A) and to calculate a new Interest Index (see Appendix F).

## 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 2014 (current) and 2013 (previous) weights are shown below. Weights calculated from 2013 data were used for the fourth quarter of 2014 through the third quarter of 2015. Beginning with the fourth quarter of 2015, weights calculated using 2014 data are used. Fuel and Interest expenses were down in 2014, and those decreases are reflected in their lower weights. Depreciation expenses increased at about double the rate of total expenses, possibly caused by record capital expenditures for new equipment and infrastructure. The weight for Depreciation increased by 0.6 percentage points, as did the weight for Other – which consists of Purchased Services, Taxes (other than income and payroll), Casualties & Insurance, Loss & Damage, and General & Administrative expenses. Other increases were 0.3 for Materials & Supplies, and 0.1 for Labor. Expenses for Materials & Supplies were probably more affected by higher volumes than prices. The weight for Equipment Rents was unchanged.

<b>Weights for RCAF's All-Inclusive Index</b>		
	<b>2014</b>	<b>2013</b>
Labor	31.7 %	31.6 %
Fuel	20.9	22.1
Materials & Supplies	5.2	4.9
Equipment Rents	5.4	5.4
Depreciation	12.6	12.0
Interest	1.5	1.9
Other	22.7	22.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Reweightings 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 2015

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.

	2014 Weights	Forecast		Percent Change
		Previous 2015Q3	Current 2015Q4	
1. Labor	31.7%	404.3	403.6	-0.2 %
2. Fuel	20.9%	246.1	210.8	-14.3
3. M&S	5.2%	258.9	264.8	2.3
4. Equipment Rents	5.4%	212.2	214.7	1.2
5. Depreciation	12.6%	221.8	223.5	0.8
6. Interest	1.5%	70.6	57.5	-18.6
7. Other	22.7%	215.6	218.2	1.2
8. Weighted Average				
a. 1980 = 100		282.5	275.9	
b. 1980 = 100 (linked)		269.7	263.4 <sup>1</sup>	
c. 4Q12 = 100		90.6	88.5 <sup>2</sup>	-2.3

Note: New weights are utilized. The 282.5 weighted average for 2015Q3 is recalculated with 2014 weights to eliminate any changes in the fourth quarter index that would be caused by changing weights. The original Q3 weighted average with 2013 weights is 281.9.

---


$$\begin{aligned}
 {}^1 \text{ Index}_{80} &= (\text{Current Index} / \text{Previous Index}) * \text{the Previous Quarter Linked Index} \\
 &= (275.9 / 282.5) \times 269.7 \\
 &= 263.4
 \end{aligned}$$

<sup>2</sup> To calculate the 4Q12 = 100 index:

$$\begin{aligned}
 \text{Index}_{4Q12} &= (\text{Current Linked Index} / 4Q12 Basing Factor) * 100 \\
 &= 263.4 \text{ divided by } 297.6 \text{ times } 100 \\
 &= 88.5
 \end{aligned}$$

Indexes based on other periods:

- 4Q07 based index = 263.4 / 245.9 x 100 = 107.1
- 4Q02 based index = 263.4 / 192.1 x 100 = 137.1
- 4Q97 based index = 263.4 / 173.2 x 100 = 152.1
- 4Q92 based index = 263.4 / 156.9 x 100 = 167.9
- 4Q87 based index = 263.4 / 132.2 x 100 = 199.2

## Forecast vs. Actual All-Inclusive Index Second Quarter 2015

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 88.8 is 2.3 index points below the forecast value of 91.1. Therefore, the forecast error adjustment for fourth quarter 2015 is -2.3 index points.

	2013 Weights	Second Quarter 2015		Amt Difference
		Forecast	Actual	
1. Labor	31.6%	402.8	402.8	
2. Fuel	22.1%	251.6	221.9	
3. M&S	4.9%	265.3	265.3	
4. Equipment Rents <sup>1</sup>	5.4%	212.1	213.4	
5. Depreciation	12.0%	222.1	220.4	
6. Interest	1.9%	70.6	70.6	
7. Other	22.1%	217.2	218.2	
8. Weighted Average				
a. 1980 = 100		283.3	276.9	
b. 1980 = 100 (linked)		271.0	264.4 <sup>2</sup>	
c. 4Q12 = 100 <sup>3</sup>		91.1	88.8	-2.3

**Forecast error**       $\longrightarrow$  **-2.3 index points**

---

1	2013 Weights	Second Quarter 2015	
		Forecast	Actual
Car-Hire	52.8%	190.0	191.1
Lease Rentals	47.2%	217.2	218.2
Weighted Average		202.8	203.9
Weighted Average (linked)		212.1	213.4

<sup>2</sup> Linked actual index = (actual index / previous actual index) x previous linked actual index.  
 $264.4 = 276.9 / 273.7 \times 261.3$

<sup>3</sup> The 4Q12 based indexes are 1980 based indexes divided by the 4Q12 basing factor (297.6/100).  
 Other basing factors are: 4Q07 = 245.9; 4Q02 = 192.1; 4Q97 = 173.2; 4Q92 = 156.9; and 4Q87 = 132.2.

# Productivity

On February 13, 2015, the Surface Transportation Board (STB) served a decision in Ex Parte 290 (Sub-No. 4) which added the year 2013 to the Productivity Adjustment Factor (PAF) and removed the year 2008. This creates a geometric average annual productivity change, for the five-year period 2009 through 2013, of 0.7 percent per year. The components of this average annual value are shown on the following table in ratio format – therefore, 1.007 is the same as an increase of 0.7 percent.

Productivity changes are calculated by multiplying each of the five productivity changes together and taking the result to the one-fifth power. The productivity adjustment factors (PAF) for each quarter are calculated by increasing the previous quarter's PAF by quarterly versions of the annual rate, which are the fourth root of the geometric average annual growth rate. The difference between the PAF and the PAF-5 is the timing of the five-year productivity trend.

<b>Comparison of Output, Input, &amp; Productivity</b>			
<b>2009 - 2013</b>			
Year	Output Index (1)	Input Index (2)	Productivity <sup>1</sup> Changes (3)
2009	0.847	0.861	0.984
2010	1.109	1.070	1.037
2011	1.041	1.039	1.001
2012	1.007	0.999	1.008
2013	1.022	1.018	1.004
<b>Average</b>			<b>1.007</b>
Previous Average (2008-2012)			1.010

<sup>1</sup> 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.

<b>Calculation of PAF and PAF-5</b>			
For 2009-2013, use fourth root of avg. productivity change = 1.0017			
For 2008-2012, use fourth root of avg. productivity change = 1.0025			
Quarter	Year	PAF	PAF-5
Q1	2015	2.3342	2.4704
Q2	2015	2.3382	2.4766
Q3	2015	2.3422	2.4828
Q4	2015	2.3462	2.4890
Q1	2016	2.3502	2.4932

2008-2012

2009-2013

## Rail Cost Adjustment Factor Fourth Quarter 2015

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, beginning with 2013Q1, the All-Inclusive Index is on a 2012Q4=100 basis.

	Previous 2015Q3	Current 2015Q4	Percent Change
All-Inclusive Index <sup>1</sup>	90.6	88.5	-2.3
Preliminary RCAF <sup>2</sup>	0.906	0.885	-2.3
Forecast Error Adjustment <sup>3</sup>	<u>-0.077</u>	<u>-0.023</u>	
RCAF (Unadjusted) <sup>4</sup>	0.829	0.862	4.0
Productivity Adjustment Factor <sup>5</sup>	<u>2.3422</u>	<u>2.3462</u>	
RCAF (Adjusted) <sup>6</sup>	0.354	0.367	3.7
PAF-5 <sup>7</sup>	2.4828	2.4890	
RCAF-5 <sup>8</sup>	0.334	0.346	3.6

<sup>1</sup> See All-Inclusive Index on page 3.

<sup>2</sup> All-Inclusive Index divided by the All-Inclusive Index in the base period (100.0).

<sup>3</sup> 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.

<sup>4</sup> Preliminary RCAF plus the forecast error adjustment.

<sup>5</sup> See Productivity on page 5.

<sup>6</sup> RCAF (Unadjusted) divided by the Productivity Adjustment Factor (PAF).

<sup>7</sup> See Productivity on page 5.

<sup>8</sup> RCAF (Unadjusted) divided by the PAF-5.

# Appendixes

## Labor

### Fourth Quarter 2015

The fourth quarter 2015 Labor Index is forecast to decrease 0.2 percent from the previous quarter. The net result of rebenchmarking to more recent wage statistics and annual report data had little effect. Much of the small decrease in the Labor Index was caused by lower 401(k) matches typical of this quarter.

**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 group 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 (the "distance") from the benchmark year to the current quarter becomes smaller – increasing the probability that the updated values match reality. Therefore, 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 2014, and data for that year replaces data for 2013. The major data sources underlying the fourth quarter rebenchmarking are from annual reports submitted to the Association of American Railroads (AAR) and the Surface Transportation Board (STB). The AAR receives a 112-Class Wage Statistics report from each Class I railroad, which matches the totals in the less-detailed Wage Form A&B submitted to the STB. Data from annual reports (Form R-1) submitted to the STB are used for benchmarks and weights.

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 is prevented from causing 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 2.5 percent. Most of the increase was caused by rebenchmarking.

**Wage Increases:** No wage increases are currently scheduled for the fourth quarter in the national labor agreements. Several independent labor agreements had August wage increases that are not fully reflected in the index until the fourth quarter. One new independent labor agreement was added to the index.

**Lump Sums:** The fourth quarter lump sum rate decreased by 1 cent, or 2.5 percent, because of rebenchmarking. There were no lump sums added or removed from the index.

**Back Pay:** The fourth quarter back pay rate increased by 3.7 cents as the net result of the complete amortization and removal of two small amounts from last year plus the addition of one larger amount for a recently signed labor agreement – and rebenchmarking, which had a very small impact.

**Other:** In wages, "Other" contains the amortization of incentive payments that a railroad makes each year to its dispatchers, yardmasters, and engineers. The current incentive payment amount is for a payment made in early 2015 for performance in 2014. Rebenchmarking caused the small decrease.

## Labor

### Fourth Quarter 2015

#### Supplements Index

The Supplements Index decreased 4.1 percent because of rebenchmarking and lower employer contributions to 401(k) and stock plans.

**Health & Welfare:** The Health & Welfare rate decreased 9.2 percent. This change was caused solely by rebenchmarking to newer annual report data.

**Railroad Retirement:** The Railroad Retirement rate increased 2.6 percent. This change was caused by a combination of rebenchmarking and higher taxable earnings.

**Unemployment Insurance:** The Unemployment Insurance rate decreased by 0.5 percent, or 0.1 cents, because of rebenchmarking.

**Other:** The "Other" category is a reflection of all other 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. For the fourth quarter, the rate decreased 17.2 cents because fewer employer contributions and rebenchmarking. The impact of rebenchmarking in this case was less than 1 cent.

#### Labor Index Calculation

As shown in Table A-1 on the next page, the 2.5 percent increase in the Wage Rate Index and the 4.1 percent decrease in the Supplements Index combined to cause a 0.2 percent decrease in the Labor Index. The linked fourth quarter 2015 index of 403.6 is determined by multiplying the third quarter linked index of 404.3 times the change between the fourth quarter labor index (419.6) and the original third quarter labor index recalculated (420.3) using the original third quarter Wage Rate and Supplements indexes weighted with the new 2014 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 2015**  
**Table A-1 Labor Index**

	2015Q3		2015Q4	
	Used in Previous Index Filing	Updated to Reflect 2014 Actual Data	Based on 2014 Data	Pct Chg From Prev. Filing
<u>Base Wage</u> – Straight Time & Pay For Time Not Worked	\$40.121	\$41.053	\$41.101	2.4%
Adjustments:				
Lump Sum	0.405	0.395	0.395	-2.5%
Back Pay	0.094	0.092	0.131	39.4%
Other	0.161	0.157	0.157	-2.5%
<b>Total Wages</b>	40.781	\$41.697	41.784	2.5%
Health & Welfare Benefits	7.612	6.909	6.909	-9.2%
RR Retirement & Medicare	8.242	8.442	8.454	2.6%
Unemployment Insurance	0.204	0.203	0.203	-0.5%
Other	0.296	0.289	0.124	-58.1%
<b>Total Supplements</b>	\$16.354	\$15.843	\$15.690	-4.1%
Total Labor (a check sum only)	\$57.135	\$57.540	\$57.474	
<b>Wage Index<sup>1</sup></b>	349.0	356.8	357.6	2.5%
<b>Supplements Index<sup>2</sup></b>	604.4	585.5	579.8	-4.1%
Total labor Index, 2013 Weights <sup>3</sup>	425.4			
Total labor Index, 2014 Weights <sup>4</sup>	420.3	420.6	419.6	
<b>Labor Index (linked)<sup>5</sup></b>	404.3		<b>403.6</b>	-0.2%

<sup>1</sup> 1980 wage rate \$11.685

<sup>2</sup> 1980 supplements rate \$2.706

<sup>3</sup> 2013 weights: wages, supplements 70.1% 29.9%

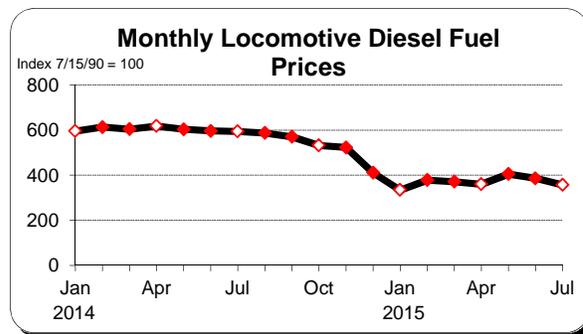
<sup>4</sup> 2014 weights: wages, supplements 72.1% 27.9%

<sup>5</sup> 2015Q4 linked Index = 2015Q3<sub>linked</sub> x (2015Q4<sub>WT2014</sub> / 2014Q3<sub>WT2014</sub>)  
 = 404.3 x 419.6 / 420.3

## Fuel Fourth Quarter 2015

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. Fuel purchases are assumed to remain in inventory for 30 days before the fuel is consumed (and therefore expensed). Therefore, prices paid in the first month of each quarter are for fuel expensed in the second (or middle) month of the quarter, and the middle month is used to represent each quarter.

Locomotive diesel fuel prices fell in June and July, and are at their lowest level since January. The chart below shows the AAR's Monthly Locomotive Diesel Fuel Price Index from January 2014 through July 2015.



While the latest average prices for locomotive diesel fuel are available only through July 2015, data through most of August are available for related fuel types. Weekly spot prices for crude oil,\* heating oil,\*\* and Ultra-Low-Sulfur Diesel Fuel\*\* have all decreased from 7/17/2015 to 8/21/2015, according to the Energy Information Administration. Thus, the railroads expect Q4 (October) locomotive diesel fuel prices to continue to decline – down 14.3 percent from the third quarter forecast, and down 4.2 percent from the average price actually paid in July.

Forecast Fuel Index (1980 = 100)	210.8
Change from previous quarter forecast	-14.3%
Change from previous quarter actual	-4.2%

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

\*\* Heating oil, Ultra-Low-Sulfur No. 2 Diesel Fuel, 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.



## Equipment Rents Fourth Quarter 2015

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 active freight cars using 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

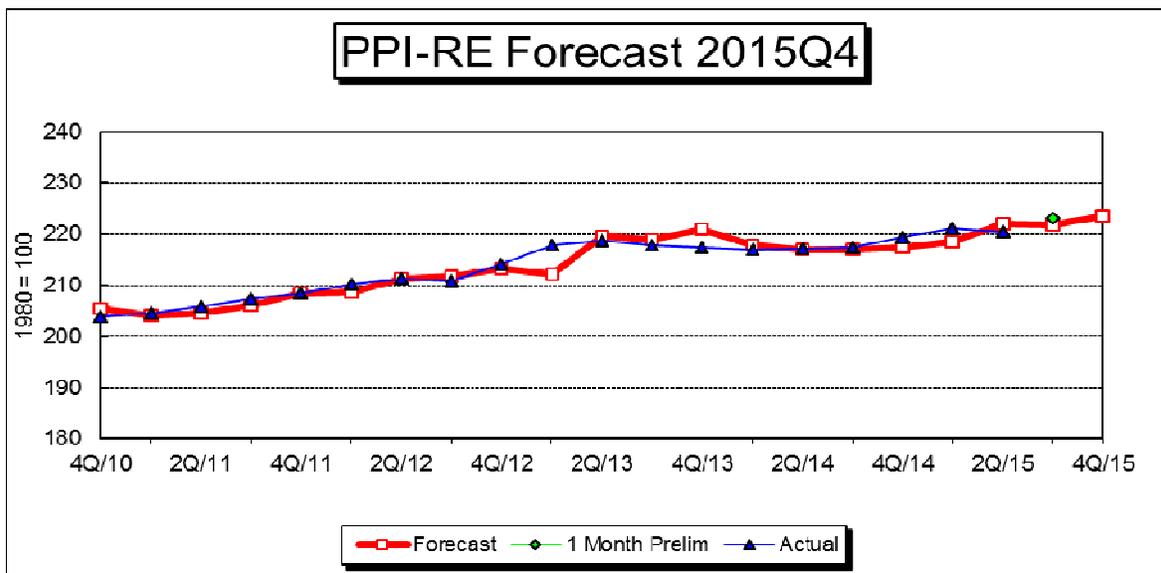
The table below calculates the Equipment Rents Index, and features new weights based on 2014. To eliminate any changes caused by the new weights, the third quarter weighted average (but not the linked value) has been recalculated using the new weights. The original third quarter weighted average using 2013 weights is 202.9. The fourth quarter Car Hire portion of the Index increased 1.1 percent because of higher rates for privately-owned cars. A 1.2 percent increase for the projected 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 increase 1.2 percent.

	2014 Weight	2015Q3	2015Q4	Percent Change
Car Hire	56.5%	191.6	193.8	1.1 %
Lease Rentals	43.5%	215.6	218.2	1.2
Weighted Average		202.0	204.4	1.2
Weighted Average (Linked)		212.2	214.7	1.2

## Depreciation Fourth Quarter 2015

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 for June and July that increased at annual rates of 10 percent. In addition, the forecast for Q3 may have been too low.

Forecast of Depreciation Index (1982=100)	202.0
Forecast of Depreciation Index (1980=100)	223.5
Change from previous quarter forecast	0.8%
Change from actual first month of previous quarter	0.2%
Change from same quarter of prior year (actual)	1.8%



## Depreciation Fourth Quarter 2015

### PPI RAILROAD EQUIPMENT

Exponential smoothing outperforms Box-Jenkins by 1.096 to 1.341 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 seasonal.

Recommended model: Exponential Smoothing

Forecast Model for PPIRE

Holt exponential smoothing: Linear trend, No seasonality

Component	Smoothing Weight	Final Value
Level	0.65197	201.02
Trend	0.01758	0.25328

### Within-Sample Statistics

Sample size 72	Number of parameters 2
Mean 191.6	Standard deviation 5.899
R-square 0.9704	Adjusted R-square 0.97
Durbin-Watson 1.909	Ljung-Box(18)=10.69 P=0.09285
Forecast error 1.022	BIC 1.07
MAPE 0.003601	RMSE 1.008
MAD 0.6938	

### Actual Values for the Most Recent 6 Periods:

Date	Actual
2015-02	200.5
2015-03	199.5
2015-04	199.3
2015-05	198.4
2015-06	200.0
2015-07	201.6

### Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2015-08	199.177	201.273	203.369
2015-09	199.011	201.526	204.042
2015-10	198.905	201.780	204.654
2015-11	198.840	202.033	205.226
2015-12	198.803	202.286	205.769
<b>QTR AVG</b>	198.849	202.033	205.2163

## Interest Fourth Quarter 2015

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 finalized. The source data are from a summary of the annual reports (Form R-1) submitted by each of the Class I railroads. Although the data set is received at the end of March, it is not used until the September filing. This enables data to be entered into a database and reviewed – and any revisions made, if necessary, before the data are used in the Index. The current Interest Index is based on 2014 data, and was updated in this Q4 filing submitted on September 4, 2015.

The R-1 source for interest expense is Schedule 210, column b. The lines currently used are listed below. The source for average total debt is Schedule 200. 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.

### 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

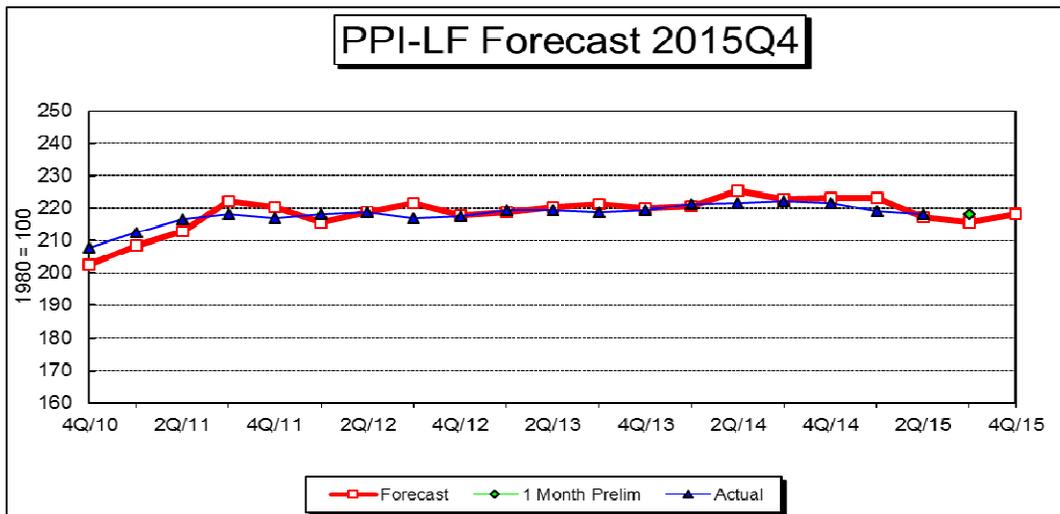
2014	Interest Rate	4.51%
1980	Interest Rate	7.85%
<b>2015Q4</b>	<b>Interest Index</b>	<b>57.5</b>
2015Q3	Interest Index	70.6
	Percent Change	-18.6%

## Other Expenses Fourth Quarter 2015

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 forecast is an increase only because the previous quarter's forecast may have been too low. Monthly PPI-LF figures are still mostly decreasing.

Forecast of Other Expense Index (1982=100)	194.6
Forecast of Other Expense Index (1980=100)	218.2
Change from previous quarter forecast	1.2%
Change from actual first month of previous quarter	0.0%
Change from same quarter of prior year (actual)	-1.6%



## Other Expenses Fourth Quarter 2015

**PPI INDUSTRIAL COMMODITIES LESS FUELS  
AND RELATED PRODUCTS AND POWER**

Exponential smoothing outperforms Box-Jenkins by 2.098 to 2.352 out-of-sample Mean Absolute Deviation. I tried 78 forecasts up to a maximum horizon 12.

Series is trended and seasonal.

Recommended model: Exponential Smoothing  
Forecast Model for PPILF  
Holt exponential smoothing: Linear trend, No seasonality

Component	Smoothing Weight	Final Value
Level	1.00000	194.70
Trend	0.81058	-0.025875

Sample size 72	Number of parameters 2
Mean 191.9	Standard deviation 6.145
R-square 0.9905	Adjusted R-square 0.9903
Durbin-Watson 1.916	Ljung-Box(18)=36.55 P=0.994
Forecast error 0.6037	BIC 0.6317
MAPE 0.002398	RMSE 0.5952
MAD 0.4595	

**Actual Values for the Most Recent 6 Periods:**

Date	Actual
2015-02	195.4
2015-03	195.0
2015-04	194.5
2015-05	194.4
2015-06	194.8
2015-07	194.7

**Forecasted Values**

Date	2.5 Lower	Forecast	97.5 Upper
2015-08	193.436	194.674	195.912
2015-09	192.087	194.648	197.209
2015-10	191.219	194.622	198.026
2015-11	190.521	194.596	198.672
2015-12	189.920	194.571	199.222
QTR AVG	190.553	194.596	198.640

## Railroad and Union Abbreviations

### Fourth Quarter 2015

#### ***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.)
CPSL	AAR's abbreviation for Soo Line Corporation (CP's U.S. operations including SOO, D&H, and DME.)
CSX	CSX Transportation
D&H	Delaware & Hudson (Part of Canadian Pacific's U.S. operations, included beginning 2011Q4.)
DME	Dakota, Minnesota & Eastern (Part of Canadian Pacific's U.S. operations, included beginning 2011Q4.)
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 (The largest part of Canadian Pacific's U.S. operations.)
UP	Union Pacific Railroad
WC	Wisconsin Central and subsidiaries (Part of CN's Grand Trunk Corp.)

Note: A portion of the DM&E was sold during 2014.

Note: A proposal was made in November 2014 to sell a portion of the D&H pending regulatory approval.

#### ***Major Unions Involved with Railroads***

ATDA	American Train Dispatchers Association
BLET	Brotherhood of Locomotive Engineers and Trainmen Div. 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
SMART-TD	Sheet Metal Air Rail Transportation - Transportation Division*
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-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)
BMWE	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)
UTU	United Transportation Union (merged into SMART)

\* Typically represents employees formerly represented by the UTU (conductors and brakemen).

# **AAR Workpapers Sent to STB for 2015 Q4 RCAF**

September 4, 2015

1. Index Calculation Spreadsheet (index\_calc.xlsx, 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. 2014 Benchmark spreadsheet
6. National Increase Applicability spreadsheet for 2014 Benchmark (Public Version)
7. Wall Street Journal - 13 week Treasury Bill Rate from latest auction (a.k.a. 3-Mo. T-Bill)
8. 2015/Q4 RCAF Lump Sum Amortization summary, public version (1 page)
9. 2015/Q4 RCAF Back Pay Amortization summary, public version (1 page)
10. Health & Welfare worksheet (1 page)
11. Railroad Retirement spreadsheet (5 pages)
12. Unemployment Insurance worksheet (1 page)
13. 2-page SAS run for Q4 Unemployment Insurance and 2 pages for Q3 (as info only)
14. EIA's Spot Prices for Crude Oil and Petroleum Products
15. Summary of Materials & Supplies (1 page)
16. Car Hire Spreadsheet (2 pages) plus source data page
17. 5 pages of PPI-RE for Depreciation including graph, input/output, and BLS source data
18. Interest Index calculation
19. 5 pages of PPI-LF for Other (and Lease Rentals) incl. graph, input/output, BLS source data
20. Forecast Error calc. and workpapers (10 pages: calc, index actual, fuel, 3 car hire, 2 deprec, 2 other)

## **Benchmarking Data**

1. 2014 Wage Statistics Summary
2. RCAF Weights based on 2014 data (2 pages)
3. Railroad Retirement & Medicare 2014 Payroll Tax Calculation (2 pages)
4. Railroad Retirement & Medicare 2013 Earnings Distribution (2 pages, latest available data from RRB)
5. 2013 and 2014 wage benchmarks for Railroad Retirement and Unemployment Insurance
6. Restated hourly rates for 2015Q1, Q2, and Q3 for wage rate benchmark.

**All Inclusive Index and RCAF using 2014 Benchmarks and Weights**

	14 Wts.	3Q/15	14 Wts. 3Q/15	% Chg	4Q/15	% Chg	1Q/16	% Chg	2Q/16	% Chg	3Q/16	% Chg
Labor	0.317	404.30	404.3	0.0%	403.6	-0.2%	0.0 #####		#DIV/0!	--	#DIV/0!	--
Fuel	0.209	246.10	246.1	0.0%	210.8	-14.3%		--		--		--
M&S	0.052	258.90	258.9	0.0%	264.8	2.3%		--		--		--
Equip. Rents	0.054	212.20	212.2	0.0%	214.7	1.2%	0.0 #####		#DIV/0!	--	#DIV/0!	--
Depreciation	0.126	221.80	221.8	0.0%	223.5	0.8%		--		--		--
Interest	0.015	70.60	70.6	0.0%	57.5	-18.6%	57.5	0.0%	57.5	0.0%	57.5	0.0%
Other	0.227	215.60	215.6	0.0%	218.2	1.2%		--		--		--
<b>Weighted Avg.</b>	<b>1.000</b>	<b>281.90</b>	<b>282.5</b>	<b>0.2%</b>	<b>275.9</b>	<b>-2.3%</b>	<b>0.9</b>	<b>-99.7%</b>	<b>#DIV/0!</b>	<b>--</b>	<b>#DIV/0!</b>	<b>--</b>
Linked	Basing Factor	269.70			263.4	-2.3%	0.9	-99.7%	#DIV/0!	--	#DIV/0!	--
10/1/80 basis	102.7	262.6			256.5	-2.3%	0.9	-99.6%	#DIV/0!	--	#DIV/0!	--
10/1/82	120.9	223.1			217.9	-2.3%	0.7	-99.7%	#DIV/0!	--	#DIV/0!	--
4Q/87	132.2	204.0			199.2	-2.4%	0.7	-99.6%	#DIV/0!	--	#DIV/0!	--
4Q/92	156.9	171.9			167.9	-2.3%	0.6	-99.6%	#DIV/0!	--	#DIV/0!	--
4Q/97	173.2	155.7			152.1	-2.3%	0.5	-99.7%	#DIV/0!	--	#DIV/0!	--
4Q/02	192.1	140.4			137.1	-2.4%	0.5	-99.6%	#DIV/0!	--	#DIV/0!	--
4Q/07	245.9	109.7			107.1	-2.4%	0.4	-99.6%	#DIV/0!	--	#DIV/0!	--
4Q/12 basis	297.6	90.6			88.5	-2.3%	0.3	-99.7%	#DIV/0!	--	#DIV/0!	--
Car Hire	0.565	191.60	191.6	0.0%	193.8	1.1%		--		--		--
Lease Rents	0.435	215.60	215.6	0.0%	218.2	1.2%	0.0	--	0.0	--	0.0	--
Weighted Avg Eq Rents		202.90	202.0	-0.4%	204.4	1.2%	0.0	--	0.0	--	0.0	--
Linked Equipment Rents		212.20			214.7	1.2%	0.0 #####		#DIV/0!	--	#DIV/0!	--
Preliminary RCAF		0.906			0.885	-2.32%	0.003	-99.7%	#DIV/0!	--	#DIV/0!	--
Forecast Error Adj.		(0.077)			(0.023)							
RCAF Unadjusted		0.829			0.862	3.98%	0.003	-99.7%	#DIV/0!	--	#DIV/0!	--
PAF		2.3422			2.3462	0.17%		--		--		--
RCAF Adjusted		0.354			0.367	3.67%	#DIV/0!	--	#DIV/0!	--	#DIV/0!	--
PAF-5		2.4828			2.4890	0.25%		--		--		--
RCAF-5		0.334			0.346	3.59%	#DIV/0!	--	#DIV/0!	--	#DIV/0!	--

**RCAF All-Inclusive Index's Labor Index Based on 2014 Benchmarks**

	14 Wts.	3Q/15	3Q/15 Rebenched As Info Only	% Chg	4Q/15	% Chg	1Q/16	% Chg	2Q/16	% Chg	3Q/16	% Chg
Straight Time		\$33.155	\$33.927	2.3%	\$33.966	2.4%		--		--		--
PFTNW		\$6.966	\$7.126	2.3%	\$7.135	2.4%		--		--		--
<b>Total</b>		<b>\$40.121</b>	<b>\$41.053</b>	<b>2.3%</b>	<b>\$41.101</b>	<b>2.4%</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>
Adjustments												
Lump Sum		\$0.405	\$0.395		\$0.395							
Back Pay		\$0.094	\$0.092		\$0.131							
Other		\$0.161	\$0.157		\$0.157							
<b>Total Wages</b>		<b>\$40.781</b>	<b>\$41.697</b>	<b>2.2%</b>	<b>\$41.784</b>	<b>2.5%</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>
Pre-Tax Reduction		(\$1.200)	(\$1.194)		(\$1.194)							
<b>Taxable Wages</b>		<b>\$39.581</b>	<b>\$40.503</b>		<b>\$40.590</b>		<b>\$0.000</b>		<b>\$0.000</b>		<b>\$0.000</b>	
H & W		\$7.612	\$6.909	-9.2%	\$6.909	-9.2%		--		--		--
RR Ret & Medicare		\$8.242	\$8.442	2.4%	\$8.454	2.6%		--		--		--
Unemp. Insurance		\$0.204	\$0.203	-0.5%	\$0.203	-0.5%		--		--		--
Other		\$0.296	\$0.289	-2.4%	\$0.124	-58.1%		--		--		--
<b>Total</b>		<b>\$16.354</b>	<b>\$15.843</b>	<b>-3.1%</b>	<b>\$15.690</b>	<b>-4.1%</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>
Adjustments												
<b>Total Supplements</b>		<b>\$16.354</b>	<b>\$15.843</b>	<b>-3.1%</b>	<b>\$15.690</b>	<b>-4.1%</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>
<b>Total Labor</b>		<b>\$57.135</b>	<b>\$57.540</b>	<b>0.7%</b>	<b>\$57.474</b>	<b>0.6%</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>	<b>\$0.000</b>	<b>--</b>
Wage Rate Index	0.7210	349.0	356.8	2.2%	357.6	2.5%	0.0	--	0.0	--	0.0	--
Supplements Index	0.2790	604.4	585.5	-3.1%	579.8	-4.1%	0.0	--	0.0	--	0.0	--
Total Labor Index '13 Wts.		425.4										
Total Labor Index '14 Wts.		420.3	420.6	0.1%	419.6	-0.2%	0.0	--	0.0	--	0.0	--
<b>Labor Index (Linked)</b>		<b>404.3</b>			<b>403.6</b>	<b>-0.2%</b>	<b>0.0</b>	<b>#####</b>	<b>#DIV/0!</b>	<b>--</b>	<b>#DIV/0!</b>	<b>--</b>

# Hourly Rate for 2015 Q4

## Straight Time and Time Paid For But Not Worked

**2015Q4 Straight Time Hourly Rate (from national spreadsheet)**

\$33.701 ✓

Rebenchmarked to 2014 Wage Statistics

**Adjustments to 2014 base:**

**Adjustments added 2015 Q1**

CN Railroads	3% GWI for most unions, \$0.07 COLA for others, 3.8% GWI for non-union	0.024
Misc. Indep ATDA, BLET, UTU, YMD	3% for BNSF UTU, CSX UTU, UP BLET & UTU-YDM, 3.8% for UP dispatchers	0.149
Soo Corp.	3% for D&H	0.013

**Adjustments added 2015 Q2**

CN Railroads	3% increase for two unions	0.003
Misc. Indep ATDA, BLET, UTU, YMD	3% increase for NS BLET	0.024
Soo Corp.	No change	0.000

**Adjustments added 2015 Q3**

CN Railroads	New contracts received by AAR, 3% GWI for several BLET and UTU unions	0.013
Misc. Indep ATDA, BLET, UTU, YMD	No change	0.000
Soo Corp.	No change	0.000

**Adjustments added 2015 Q4**

CN Railroads	August increases for BLET and UTU unions	0.004
Misc. Indep ATDA, BLET, UTU, YMD	New agreement for CSX BLET	0.035
Soo Corp.	No change	0.000

---

**Adjusted STHR Total**

**\$33.966**

### Pay For Time Not Worked

PFTNW (from national spreadsheet)			\$7.079 ✓
Ratio Adj STHR to Nat STHR	33.966 /	33.701	=
			1.00786

---

**Adjusted Pay For Time Not Worked**

**\$7.135**

**Notes:**

1. CN Railroads includes B&LE, CC&P, GTW, IC, and WC.
2. The Miscellaneous group consists of independent (for wages) BLET, dispatchers, UTU and yardmasters.
3. Soo Corp. includes DH and DME only, since Soo Line participates in national agreements.

## 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/2015**

U.S. ST Hours = 321,870,207  
 Wage Statistics are for 2014

Union Group	Employees	Mo. Rate	Annual \$
National BLET (BNSF, CSX, KCS, NS, SOO, UP)	27,186	(\$198.00)	(\$64,593,936.00)
National BMWE (BNSF, CSX, KCS, NS, SOO, UP)	23,639	(\$198.00)	(\$56,166,264.00)
National BRS (BNSF, CSX, KCS, NS, SOO, UP)	7,542	(\$198.00)	(\$17,919,792.00)
National IAM (BNSF, CSX, KCS, NS, SOO, UP)	6,904	(\$198.00)	(\$16,403,904.00)
National IBBM (BNSF, CSX, KCS, NS, SOO, UP)	1,291	(\$198.00)	(\$3,067,416.00)
National IBEW (BNSF, CSX, KCS, NS, SOO, UP)	5,558	(\$198.00)	(\$13,205,808.00)
National NCFO (BNSF, CSX, KCS, NS, SOO, UP)	2,473	(\$198.00)	(\$5,875,848.00)
National SMW (BNSF, CSX, KCS, NS, SOO, UP)	1,027	(\$198.00)	(\$2,440,152.00)
National TCU (BNSF, CSX, KCS, NS, SOO, UP)	5,437	(\$198.00)	(\$12,918,312.00)
National TCU-CAR (BNSF, CSX, KCS, NS, SOO, UP)	9,214	(\$198.00)	(\$21,892,464.00)
National UTU (BNSF, CSX, KCS, NS, SOO, UP)	40,720	(\$198.00)	(\$96,750,720.00)
Yardmasters (BNSF, CSX, KCS, NS, SOO, UP)	1,886	(\$198.00)	(\$4,481,136.00)
National ATDA (wt. avg. BNSF, CSX, KCS, NS, SOO)	1,859	(\$198.00)	(\$4,416,984.00)
Independent CNGT (wt avg all union categories)	6,492	(\$195.85)	(\$15,257,498.40)
Independent SLC (wt avg all DH & DME union categories)	906	(\$180.11)	(\$1,958,155.92)
<b>Total Union</b>	<b>142,134</b>		<b>(\$337,348,390.32)</b>
<b>All Other @ \$3,909,740.58 total per month</b>			<b>(\$46,916,886.96)</b>
<b>Total</b>			<b>(\$384,265,277.28)</b>

Reduction in Wage Rate Per ST Hour	-\$1.19385165
Deduct this amount from the Wage Rate	<b>-\$1.194</b>

## National Contracts U.S.

### Straight Time Hourly Rate

	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER	Check Sum
Weight	0.23681	0.03447	0.17707	0.00583	0.04733	0.14057	0.05554	0.01427	0.04033	0.00742	0.0328	0.01359	0.00852	0.18545	1.00000
2014 Avg.	27.076	28.014	31.170	28.833	29.721	26.731	28.713	23.811	29.150	27.023	29.393	40.721	48.991	49.106	448.455
12/31/14	27.487	28.533	31.432	29.371	30.266	27.226	29.247	24.254	29.693	27.526	29.939	41.282	49.789	49.106	455.153
1/1/15	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	
4/1/15	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	
7/1/15	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	
10/1/15	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	
1/1/16	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	
4/1/16	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	
7/1/16	27.894	29.263	31.452	30.239	31.116	27.972	30.063	24.960	30.543	28.291	30.792	42.045	51.100	50.972	

### Weighted Straight Time Hourly Rate

	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER	Total
2014 Avg.	6.412	0.966	5.519	0.168	1.407	3.758	1.595	0.340	1.176	0.201	0.964	0.553	0.418	9.107	32.581
12/31/14	6.509	0.983	5.566	0.171	1.433	3.827	1.624	0.346	1.198	0.204	0.982	0.561	0.424	9.107	32.936
1/1/15	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701
4/1/15	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701
7/1/15	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701
10/1/15	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701
1/1/16	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701
4/1/16	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701
7/1/16	6.605	1.009	5.569	0.176	1.473	3.932	1.670	0.356	1.232	0.210	1.010	0.571	0.435	9.453	33.701

Note: The 2014 Average and 12/31/14 Straight Time Hourly Rates are the industry rates, and include all Class I railroad employees. The rates for 1/1/15 through 7/1/16 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 2014 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	Check Sum
Weight	0.23681	0.03447	0.17707	0.00583	0.04733	0.14057	0.05554	0.01427	0.04033	0.00742	0.0328	0.01359	0.00852	0.18545	1.00000
2014 Avg.	11.128	4.284	11.332	4.029	6.780	4.994	4.247	3.061	4.514	3.614	4.708	6.315	9.736	1.256	79.998
12/31/14	11.297	4.364	11.427	4.104	6.904	5.087	4.326	3.118	4.598	3.681	4.796	6.402	9.895	1.256	
1/1/15	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	
4/1/15	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	
7/1/15	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	
10/1/15	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	
1/1/16	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	
4/1/16	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	
7/1/16	11.464	4.475	11.434	4.225	7.098	5.226	4.447	3.209	4.729	3.784	4.932	6.520	10.155	1.303	

### Pay For Time Not Worked Hourly Rate

	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTR	OTHER	Total
2014 Avg.	2.635	0.148	2.006	0.023	0.321	0.702	0.236	0.044	0.182	0.027	0.154	0.086	0.083	0.233	<b>6.880</b>
12/31/14	2.675	0.150	2.023	0.024	0.327	0.715	0.240	0.044	0.185	0.027	0.157	0.087	0.084	0.233	<b>6.974</b>
1/1/15	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>
4/1/15	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>
7/1/15	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>
10/1/15	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>
1/1/16	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>
4/1/16	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>
7/1/16	2.715	0.154	2.025	0.025	0.336	0.735	0.247	0.046	0.191	0.028	0.162	0.089	0.087	0.242	<b>7.079</b>

**U.S. National Contract**

**UTU**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				27.07593	11.12788
12/31/14 Industry Rate				27.48714 ✓	11.29688
1/1/15	3.00%		49.292% ✓	27.89361	11.46393
4/1/15			49.292%	27.89361	11.46393
7/1/15			49.292%	27.89361	11.46393
10/1/15			49.292%	27.89361	11.46393
1/1/16			49.292%	27.89361	11.46393
4/1/16			49.292%	27.89361	11.46393
7/1/16			49.292%	27.89361	11.46393

**TCU**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				28.01414	4.28434
12/31/14 Industry Rate				28.53310 ✓	4.36371
1/1/15	3.00%		85.316% ✓	29.26340	4.47540
4/1/15			85.316%	29.26340	4.47540
7/1/15			85.316%	29.26340	4.47540
10/1/15			85.316%	29.26340	4.47540
1/1/16			85.316%	29.26340	4.47540
4/1/16			85.316%	29.26340	4.47540
7/1/16			85.316%	29.26340	4.47540

**BLET**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				31.17032	11.33150
12/31/14 Industry Rate				31.43205 ✓	11.42665
1/1/15	3.00%		2.095%	31.45181	11.43383
4/1/15			2.095%	31.45181	11.43383
7/1/15			2.095%	31.45181	11.43383
10/1/15			2.095%	31.45181	11.43383
1/1/16			2.095%	31.45181	11.43383
4/1/16			2.095%	31.45181	11.43383
7/1/16			2.095%	31.45181	11.43383

**U.S. National Contract**

**SMWIA**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				28.83332	4.02890
12/31/14 Industry Rate				29.37094 ✓	4.10402
1/1/15	3.00%		98.534% ✓	30.23915	4.22534
4/1/15			98.534%	30.23915	4.22534
7/1/15			98.534%	30.23915	4.22534
10/1/15			98.534%	30.23915	4.22534
1/1/16			98.534%	30.23915	4.22534
4/1/16			98.534%	30.23915	4.22534
7/1/16			98.534%	30.23915	4.22534

**BRS**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				29.72109	6.77994
12/31/14 Industry Rate				30.26645 ✓	6.90435
1/1/15	3.00%		93.556% ✓	31.11593	7.09813
4/1/15			93.556%	31.11593	7.09813
7/1/15			93.556%	31.11593	7.09813
10/1/15			93.556%	31.11593	7.09813
1/1/16			93.556%	31.11593	7.09813
4/1/16			93.556%	31.11593	7.09813
7/1/16			93.556%	31.11593	7.09813

**BMWE**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				26.73104	4.99413
12/31/14 Industry Rate				27.22593 ✓	5.08659
1/1/15	3.00%		91.327% ✓	27.97187	5.22596
4/1/15			91.327%	27.97187	5.22596
7/1/15			91.327%	27.97187	5.22596
10/1/15			91.327%	27.97187	5.22596
1/1/16			91.327%	27.97187	5.22596
4/1/16			91.327%	27.97187	5.22596
7/1/16			91.327%	27.97187	5.22596

**U.S. National Contract**

**TCU-Carmen**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				28.71310	4.24717
12/31/14 Industry Rate				29.24725 ✓	4.32618
1/1/15	3.00%		92.931%	30.06264	4.44679
4/1/15			92.931%	30.06264	4.44679
7/1/15			92.931%	30.06264	4.44679
10/1/15			92.931%	30.06264	4.44679
1/1/16			92.931%	30.06264	4.44679
4/1/16			92.931%	30.06264	4.44679
7/1/16			92.931%	30.06264	4.44679

**NCFO**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				23.81108	3.06098
12/31/14 Industry Rate				24.25443 ✓	3.11797
1/1/15	3.00%		96.925% ✓	24.95969	3.20864
4/1/15			96.925%	24.95969	3.20864
7/1/15			96.925%	24.95969	3.20864
10/1/15			96.925%	24.95969	3.20864
1/1/16			96.925%	24.95969	3.20864
4/1/16			96.925%	24.95969	3.20864
7/1/16			96.925%	24.95969	3.20864

**IAM**

	<b>Percentage Increase</b>	<b>Cents Increase</b>	<b>Applicable</b>	<b>ST HR</b>	<b>PFTNW HR</b>
2014 Industry Avg.				29.15022	4.51371
12/31/14 Industry Rate				29.69256 ✓	4.59769
1/1/15	3.00%		95.418% ✓	30.54253	4.72930
4/1/15			95.418%	30.54253	4.72930
7/1/15			95.418%	30.54253	4.72930
10/1/15			95.418%	30.54253	4.72930
1/1/16			95.418%	30.54253	4.72930
4/1/16			95.418%	30.54253	4.72930
7/1/16			95.418%	30.54253	4.72930

**U.S. National Contract**

**IBBM**

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2014 Industry Avg.				27.02298	3.61399
12/31/14 Industry Rate				27.52636	3.68131
1/1/15	3.00%		92.539%	28.29054	3.78351
4/1/15			92.539%	28.29054	3.78351
7/1/15			92.539%	28.29054	3.78351
10/1/15			92.539%	28.29054	3.78351
1/1/16			92.539%	28.29054	3.78351
4/1/16			92.539%	28.29054	3.78351
7/1/16			92.539%	28.29054	3.78351

**IBEW**

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2014 Industry Avg.				29.39265	4.70811
12/31/14 Industry Rate				29.93930	4.79567
1/1/15	3.00%		94.946%	30.79208	4.93227
4/1/15			94.946%	30.79208	4.93227
7/1/15			94.946%	30.79208	4.93227
10/1/15			94.946%	30.79208	4.93227
1/1/16			94.946%	30.79208	4.93227
4/1/16			94.946%	30.79208	4.93227
7/1/16			94.946%	30.79208	4.93227

**ATDA**

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2014 Industry Avg.				40.72110	6.31496
12/31/14 Industry Rate				41.28186	6.40192
1/1/15	3.00%		62.269%	<b>42.04540</b>	6.52033
4/1/15			62.269%	42.04540	6.52033
7/1/15			62.269%	42.04540	6.52033
10/1/15			62.269%	42.04540	6.52033
1/1/16			62.269%	42.04540	6.52033
4/1/16			62.269%	42.04540	6.52033
7/1/16			62.269%	42.04540	6.52033

A portion of one railroad's dispatchers "snapped back" to national effective 1/1/15. The number shown herein accounts for the snap back plus the 3% GWI.

YDMSTRS

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2014 Industry Avg.				48.99137	9.73625
12/31/14 Industry Rate				49.78941 ✓	9.89485
1/1/15.	3.00%		87.742% ✓	51.09999	10.15531
4/1/15			87.742%	51.09999	10.15531
7/1/15			87.742%	51.09999	10.15531
10/1/15			87.742%	51.09999	10.15531
1/1/16			87.742%	51.09999	10.15531
4/1/16			87.742%	51.09999	10.15531
7/1/16			87.742%	51.09999	10.15531

OTHER

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2014 Industry Avg.				49.10618	1.25566
12/31/14 Industry Rate				49.10618 ✓	1.25566
1/1/15	3.80%		100.000% ✓	50.97222	1.30337
4/1/15			100.000%	50.97222	1.30337
7/1/15			100.000%	50.97222	1.30337
10/1/15			100.000%	50.97222	1.30337
1/1/16			100.000%	50.97222	1.30337
4/1/16			100.000%	50.97222	1.30337
7/1/16			100.000%	50.97222	1.30337

Check Sums

	Increase	Applicable	ST HR	PFTNW HR
2014 AVG			448.45451 ✓	79.99754 ✓
12/31/14			455.15294	
		1142.891% ✓		
		ok matches	ok matches	ok matches
			ok matches	

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

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

## U.S. 2014 Benchmark

	From AAR 112-Class Wage Statistics & Survey				ST \$ Adjusted to Exclude	2014 Average Hourly Rates		12/31/2014	ST Hrs.
	ST Hrs.	ST \$	PFTNW \$	Union L. Sum	Lump Sums	ST wo LS	PFTNW	ST HR	2014 Weights
UTU	76,222,050	\$2,104,646,486	\$848,189,717	\$40,863,312	\$2,063,783,174	\$27.076	\$11.128	\$27.48714	0.23681 ✓
TCU	11,093,531	324,392,097	47,528,497	13,616,374	310,775,723	28.014	4.284	\$28.53310	0.03447
BLET	56,993,391	1,900,783,775	645,820,630	124,281,697	1,776,502,078	31.170	11.332	\$31.43205	0.17707 ✓
SMWIA	1,876,348	54,161,372	7,559,621	60,031	54,101,341	28.833	4.029	\$29.37094	0.00583
BRS	15,235,140	453,692,895	103,293,344	887,927	452,804,968	29.721	6.780	\$30.26645	0.04733
BMWE	45,245,775	1,212,144,585	225,963,415	2,677,881	1,209,466,704	26.731	4.994	\$27.22593	0.14057 ✓
TCU-CAR	17,876,139	514,256,551	75,923,016	977,193	513,279,358	28.713	4.247	\$29.24725	0.05554
NCFO	4,592,562	109,507,260	14,057,744	153,411	109,353,849	23.811	3.061	\$24.25443	0.01427
IAM	12,981,041	378,769,080	58,592,719	368,916	378,400,164	29.150	4.514	\$29.69256	0.04033
IBBM	2,389,506	64,597,442	8,635,655	25,872	64,571,570	27.023	3.614	\$27.52636	0.00742
IBEW	10,557,677	310,999,623	49,706,737	681,512	310,318,111	29.393	4.708	\$29.93930	0.03280
ATDA	4,374,590	183,381,373	27,625,367	5,243,278	178,138,095	40.721	6.315	\$41.28186	0.01359
UTU-YMD	2,743,044	136,725,903	26,706,970	2,340,413	134,385,490	48.991	9.736	\$49.78941	0.00852
OTHER	59,689,413	2,931,119,200	74,949,544		2,931,119,200	49.106	1.256	\$49.10618	0.18545 ✓
AAR 112 Total	321,870,207	10,679,177,642	2,214,552,976	192,177,817	10,486,999,825	32.581	6.880	32.936	1.00000
Sum (for proofing)						448.45451	79.99754	455.15294	

Year-End Figures are calculated, based on 2014 WS-112 and union contracts, in YearEnd2014.xlsx exhibited in document titled "Year-End 2014 ST Hourly Rates for U.S."  
The ST Hours Weights and the Hourly Rates are full float.

## National Increase Applicability for U.S. Total

Union	Year 2014 U.S. Total ST Hours Pd	Not Part of National Agreements*													U.S. National Increase ST Hours Pd	Percent National Contract
		CSX	BLE	GTW	IC	CCP	WC	NS	BNSF	KCS	SOO	DH	DME	UP		
UTU	76,222,050	X	X	X	X	X	X	--	X	--	X	X	X	--	37,571,453	49.292%
TCU	11,093,531	--	X	X	X	X	X	--	--	--	X	X	X	--	9,464,553	85.316%
BLET	56,993,391	X	X	X	X	X	X	X	X	--	X	X	X	X	1,194,260	2.095%
SMW	1,876,348	--	X	X	X	X	X	--	--	--	X	X	X	--	1,848,836	98.534%
BRS	15,235,140	--	X	X	X	X	X	--	--	--	X	X	X	--	14,253,348	93.556%
BMWE	45,245,775	--	X	X	X	X	X	--	--	--	X	X	X	--	41,321,771	91.327%
TCU-CAR	17,876,139	--	X	X	X	X	X	--	--	--	X	X	X	--	16,612,484	92.931%
NCFO	4,592,562	--	X	X	X	X	X	--	--	--	X	X	X	--	4,451,348	96.925%
IAM	12,981,041	--	X	X	X	X	X	--	--	--	X	X	X	--	12,386,305	95.418%
IBBM	2,389,506	--	X	X	X	X	X	--	--	--	X	X	X	--	2,211,234	92.539%
IBEW	10,557,677	--	X	X	X	X	X	--	--	--	X	X	X	--	10,024,116	94.946%
ATDA	4,374,590	--	X	X	X	X	X	--	--	--	X	X	X	X	2,724,000	62.269%
UTU-YMD	2,743,044	--	X	X	X	X	X	--	--	--	X	X	X	X	2,406,802	87.742%
OTHER	59,689,413	--	--	--	--	--	--	--	--	--	--	--	--	--	59,689,413	100.000%
<b>TOTAL</b>	<b>321,870,207</b>														<b>216,159,923</b>	
Sum (for proofing)																1142.891%

\* In some cases, a union is part of the national agreement but is being benchmarked as independent in anticipation of future independent agreements or because of a variation in their interpretation of the agreement.

Percentages are full float.

CN's railroads continue to be benchmarked as independent, although they may participate in the national agreements.

SOO, D&H, and DM&E are benchmarked as independent, although they may participate with national H&W.

IAV	Net Chg	YTD %Ret	Fund	NAV	Net Chg	YTD %Ret	Fund	NAV	Net Chg	YTD %Ret	Fund	NAV	Net Chg	YTD %Ret
1.80	+0.02	1.8					SmCapAdml	52.49	-2.09	-6.0	WellsI	24.71	-0.33	-2.0
1.78	+0.02	1.5				STBondAdml	10.54	+0.01	1.4	WellsII	37.01	-0.95	-4.3	
7.28	-1.17	-7.2				STIGradeAdml	10.66	...	1.3	WndsrlI	33.93	-1.38	-8.1	
						TotBdAdml	10.82	...	1.1					
						TotIntBdAdml	21.19	-0.02	0.6					
						TotIntAdml	23.80	-1.00	-7.2					
						TotStAdml	47.76	-1.96	-6.6					
						ValAdml	29.75	-1.25	-8.6					
						WdsrlAdml	60.21	-2.45	-8.0					
						WellsAdml	59.87	-0.80	-2.0					
						WdsrAdml	66.34	-2.79	-7.5					

### Key Interest Rates

Data are annualized on a 360-day basis. Treasury yields are per annum, on actively traded noninflation and inflation-indexed issues that are adjusted to constant maturities. Data are from weekly Federal Reserve release H.15.

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Federal funds (effective)</b>	0.15	0.14	0.15	0.08
<b>Commercial paper</b>				
Nonfinancial				
1-month	0.11	0.10	0.13	0.05
2-month	0.16	0.14	0.16	0.07
3-month	0.22	0.17	0.22	0.09
Financial				
1-month	0.14	0.14	0.14	0.06
2-month	0.21	0.18	0.21	0.07
3-month	0.28	0.24	0.28	0.11
CDs (secondary market)				
1-month	n.a.	n.a.	n.a.	n.a.
3-month	n.a.	n.a.	n.a.	n.a.
6-month	n.a.	n.a.	n.a.	n.a.
<b>Discount window primary credit</b>	0.75	0.75	0.75	0.75
<b>Conventional mortgages</b>	3.93	3.94	4.23	3.59

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Treasury yields (secondary market)</b>	2.49	2.54	3.10	2.10
1-month	0.03	0.05	0.05	-0.01
3-month	0.05	0.10	0.10	0.01
6-month	0.22	0.23	0.23	0.03

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Treasury inflation-protected securities</b>				
5-year	0.34	0.31	0.46	-0.29
7-year	0.50	0.51	0.51	-0.02
10-year	0.56	0.54	0.57	0.06
20-year	0.85	0.84	0.95	0.40
Long-term avg	0.87	0.85	0.94	0.44

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Interest rate swaps</b>				
1-year	0.57	0.58	0.58	0.31
2-year	0.92	0.93	0.98	0.62
3-year	1.22	1.24	1.35	1.00
4-year	1.46	1.48	1.68	1.28
5-year	1.65	1.68	1.97	1.45
7-year	1.94	1.97	2.37	1.69
10-year	2.21	2.24	2.74	1.91
30-year	2.62	2.64	3.34	2.26

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Corporate bonds, Moody's seasoned</b>				
Aaa	3.99	4.02	4.26	3.36
Baa	5.16	5.14	5.27	4.36

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>State and local bonds</b>	3.73	3.69	4.21	3.29

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Eurodollars</b>				
1 month	0.19	0.19	0.19	0.17
3 month	0.33	0.33	0.33	0.24
6 month	0.46	0.46	0.46	0.36

	WEEK ENDED		- 52-WEEK -	
	Aug 21	Aug 14	High	Low
<b>Notes on data:</b>				
<b>Federal-funds rate</b> is an average for the seven days ended Wednesday, weighted according to rates on broker trades; <b>Commercial paper rates</b> are discounted offer rates interpolated from sales by dealers or direct issuers to investors that are settled by the Depository Trust Company; <b>CD rates</b> are discounted averages of dealer bid rates on nationally traded certificates of deposit; <b>Discount window primary credit rate</b> is charged for discounts made and advances extended under the Federal Reserve's primary credit discount window program; <b>rate</b> is average for seven days ended Wednesday; <b>Inflation-indexed long-term TIPS</b> average is indexed and is based on the unweighted average bid yields for all TIPS with remaining terms to maturity of 10 years or more; <b>Swap rates</b> are International Swaps and Derivatives Association (ISDA(R)) mid-market par rates for a fixed-rate payer, who in return receives three-month Libor, and are based on rates collected at 11:00 a.m. ET by Garban Inter-capital PLC; Source is Reuters; <b>Moody's triple-AAA</b> rates are averages of industrial bonds only; <b>Muni rates</b> are Thursday quotes based on the Bond Buyer Index for general obligation, 20 years to maturity, mixed quality debt; <b>Mortgage rates</b> are contract rates on commitments for fixed-rate first mortgages.				

Notes on data:  
**Federal-funds rate** is an average for the seven days ended Wednesday, weighted according to rates on broker trades; **Commercial paper rates** are discounted offer rates interpolated from sales by dealers or direct issuers to investors that are settled by the Depository Trust Company; **CD rates** are discounted averages of dealer bid rates on nationally traded certificates of deposit; **Discount window primary credit rate** is charged for discounts made and advances extended under the Federal Reserve's primary credit discount window program; **rate** is average for seven days ended Wednesday; **Inflation-indexed long-term TIPS** average is indexed and is based on the unweighted average bid yields for all TIPS with remaining terms to maturity of 10 years or more; **Swap rates** are International Swaps and Derivatives Association (ISDA(R)) mid-market par rates for a fixed-rate payer, who in return receives three-month Libor, and are based on rates collected at 11:00 a.m. ET by Garban Inter-capital PLC; Source is Reuters; **Moody's triple-AAA** rates are averages of industrial bonds only; **Muni rates** are Thursday quotes based on the Bond Buyer Index for general obligation, 20 years to maturity, mixed quality debt; **Mortgage rates** are contract rates on commitments for fixed-rate first mortgages.

Sources: Federal Reserve; for additional information on these rate data and their derivation, please see, [www.federalreserve.gov/releases/h15/data.htm](http://www.federalreserve.gov/releases/h15/data.htm)

### Borrowing Benchmarks

Money Rates 0.050% WSJ August 24, 2015

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.

	July index level	CHG FROM (%)	June '15	July '14
<b>Inflation</b>				
DevMktsIndInst	11.59	-0.44	-3.2	
ExtndInst	62.89	-2.59	-5.5	
GrwthInst	50.98	-2.05	-4.5	
InPrSel	10.53	-0.01	-0.1	
InstdPlus	173.51	-7.12	-6.8	
InstStPlus	43.20	-1.77	-6.6	
MidCplnst	32.12	-1.32	-4.9	
MidCplstPl	158.41	-6.54	-4.9	
SmCapInst	52.49	-2.09	-6.0	
STIGradeInst	10.66	...	1.3	
TotBdInst	10.82	...	1.1	
TotIntBdInst	31.80	-0.03	0.7	
TotIntInstIdx	95.20	-3.99	-7.2	
TotIntInstPld	95.22	-3.99	-7.2	
TotStInst	47.77	-1.96	-6.6	
ValueInst	29.75	-1.25	-8.6	
VirtuFunds C I				
EmMktI	8.66	-0.37	-12.4	

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>U.S. consumer price index</b>				
All items	238.654	0.01	0.2	
Core	242.436	0.03	1.8	

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Commercial paper</b>				
30 to 150 days	n.q.	...	...	...
<b>Commercial paper (AA financial)</b>				
90 days	0.26	0.24	0.30	0.06

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>International rates</b>				
Canada	2.70	2.70	3.00	2.70
Euro zone	0.05	0.05	0.15	0.05
Japan	1.475	1.475	1.475	1.475
Switzerland	0.50	0.50	0.51	0.50
Britain	0.50	0.50	0.50	0.50
Australia	2.00	2.00	2.50	2.00

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Prime rates</b>				
U.S.	3.25	3.25	3.25	3.25
Canada	2.70	2.70	3.00	2.70
Euro zone	0.05	0.05	0.15	0.05
Japan	1.475	1.475	1.475	1.475
Switzerland	0.50	0.50	0.51	0.50
Britain	0.50	0.50	0.50	0.50
Australia	2.00	2.00	2.50	2.00

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Overnight repurchase</b>				
U.S.	0.17	0.29	0.31	0.05

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>U.S. government rates</b>				
Discount	0.75	0.75	0.75	0.75

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Federal funds</b>				
Effective rate	0.1600	0.1700	0.1700	0.0800
High	0.3125	0.3125	0.5160	0.2500
Low	0.0500	0.0800	0.1300	0.0100
Bid	0.1000	0.1400	0.1400	0.0000
Offer	0.1200	0.1500	0.3400	0.0400

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Treasury bill auction</b>				
4 weeks	0.040	0.050	0.060	0.000
13 weeks	0.050	0.105	0.125	0.010
26 weeks	0.200	0.245	0.245	0.040

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Secondary market</b>				
<b>Freddie Mac</b>				
30-year mortgage yields				
30 days	n.a.	n.a.	n.a.	n.a.
60 days	n.a.	n.a.	n.a.	n.a.

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Fannie Mae</b>				
30-year mortgage yields				
30 days	3.334	3.501	3.881	3.024
60 days	3.368	3.547	3.920	3.080

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Bankers acceptance</b>				
30 days	0.15	0.15	0.15	0.15
60 days	0.19	0.19	0.19	0.19
90 days	0.23	0.23	0.23	0.23
120 days	0.25	0.25	0.25	0.25
150 days	0.28	0.28	0.28	0.28
180 days	0.38	0.38	0.38	0.38

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>DTCC GCF Repo Index</b>				
Treasury	0.240	124.960	0.450	0.018
MBS	0.252	93.100	0.670	0.058

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>DTCC GCF Repo Index Futures</b>				
Treasury Aug	99.745	unch.	2946	0.255
Treasury Sep	99.730	0.010	3433	0.270
Treasury Oct	99.705	0.025	2411	0.295

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Eurodollars (mid rates)</b>				
One month	0.10	0.20	0.15	0.15
Two month	0.12	0.25	0.19	0.19
Three month	0.15	0.30	0.23	0.23
Four month	0.20	0.30	0.25	0.25
Five month	0.20	0.35	0.28	0.28
Six month	0.25	0.50	0.38	0.38

	Latest	Week ago	52-WEEK High	52-WEEK Low
<b>Other short-term rates</b>				
<b>Call money</b>	2.00	2.00	2.00	2.00

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 70% 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 Banks;  
**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;  
**Commercial Paper (AA financial)** is from the Federal Reserve and is presented with a one-day lag.  
**Libor** is the Intercontinental Exchange Benchmark Administration Ltd average of interbank offered rates for dollar

**RCAF Lump Sum Amortization  
2015/Q4**

	Quarter of Payment	Quarter Amortization Began	Amount	Annual Per ST Hour	1 Quarter Per ST Hour	U.S. ST Hours
CSX - ATDA-East 2014	2014Q1	2015Q1				321,870,207 2014
NS - BLET new contract	2015Q1	2015Q2				321,870,207 2014
CSX - UTU-CSRA 2015	2015Q1	2015Q2				321,870,207 2014
CSX - BLET 2015	2015Q1	2015Q2				321,870,207 2014
CSX - ATDA-East 2015	2015Q1	2015Q2				321,870,207 2014
BLE - TCU	2015Q1	2015Q2				321,870,207 2014
NS - BLET 2015	2015Q1	2015Q2				321,870,207 2014
<b>Total</b>						<b>\$127,215,100</b>

Should be slightly less than amortized amount.

**Fell out**  
None.

**Interest Rate**

2013/Q1	0.100
2013/Q2	0.125
2013/Q3	0.045
2013/Q4	0.040
2014/Q1	0.080
2014/Q2	0.045
2014/Q3	0.025
2014/Q4	0.030
2015/Q1	0.020
2015/Q2	0.020
2015/Q3	0.015
2015/Q4	0.050

**Lump Sum Adjustment for 2015/Q4** → **0.395329**  
or  
**0.395**

<sup>1</sup> B&LE BMW, B&LE BRS, GTW BMW, WC BMW, IC&CCP BMW

RCAF Back Pay Amortization  
2015/Q4

	Quarter of Payment	Quarter Amortization Began	Amount	Annual Per ST Hour	1 Quarter Per ST Hr.	U.S. ST Hours
DME - all unions 2015	2015Q1	2015Q2				321,870,207 2014
NS - BLET	2015Q1	2015Q2				321,870,207 2014
CSX - ATDA East	2015Q1	2015Q2				321,870,207 2014
CNGT <sup>1</sup>	various	2015Q2				321,870,207 2014
GTW - UTU	2015Q2	2015Q3				321,870,207 2014
DME - 2 unions <sup>2</sup>	2014Q4	2015Q3				321,870,207 2014
CSX - BLET	2015Q1	2015Q4				321,870,207 2014
<b>Total</b>			<b>\$42,099,162</b>	<b>0.13079546</b>		
Should be slightly less than amortized amount.						
<b>Fell out</b>						
DME Non-Union	2014Q1	2014Q4				321,870,207 2014
IBBM	2014Q3	2014Q4	\$604,149	0.00187699	0.00751	321,870,207 2014

**Interest Rate**

2013/Q1	0.100
2013/Q2	0.125
2013/Q3	0.045
2013/Q4	0.040
2014/Q1	0.080
2014/Q2	0.045
2014/Q3	0.025
2014/Q4	0.030
2015/Q1	0.020
2015/Q2	0.020
2015/Q3	0.015
2015/Q4	0.050

**Back Pay Adjustment for 2015/Q4** → **0.13083**  
or  
**0.131**

<sup>1</sup> B&LE's TCU, IC&CCP's UTU, & WC's BLET

<sup>2</sup> SMART-TD covering Engineers and Trainmen on the DM&E North...AAR labels these as DM&E BLET and DM&E UTU

## Health and Welfare

	Employees Receiving			Total 2014 Avg.	Total 2015
	Pay	Monthly Contribution			
	2014	2014 Avg.	2015		
<b>1. All Employees</b>					
a. Group health	170,643	\$1,285.74	\$1,298.28	\$219,402,530.82	\$221,542,394.04
b. Group dental	170,643	53.00	50.83	9,044,079.00	8,673,783.69
c. Early retirement major medical	170,643	127.92	109.90	21,828,652.56	18,753,665.70
d. Group vision	170,643	8.39	8.41	1,431,694.77	1,435,107.63
<b>2. Supplemental Sickness</b>					
a. Signalmen	7,975	30.74	30.74	245,151.50	245,151.50
b. Shopcrafts	25,097	48.28	53.18	1,211,683.16	1,334,658.46
c. MOW	25,249	32.87	32.87	829,934.63	829,934.63
d. Yardmasters	2,036	34.96	34.78	71,178.56	70,812.08
<b>3. Short-Term Disability</b>					
a. Engineers (CSX, KCS, SOO, UP)	14,094	40.00	40.00	563,760.00	563,760.00
<b>4. Monthly Total Premiums</b>				254,628,665.00	253,449,267.73
<b>5. Monthly Employee Contributions To H&amp;W</b>					
a. National BLET (BNSF, CSX, KCS, NS, SOO, UP)	27,186	(\$198.00)	(\$198.00)	(\$5,382,828.00)	(5,382,828.00)
b. National BMW (BNSF, CSX, KCS, NS, SOO, UP)	23,639	(\$198.00)	(\$198.00)	(\$4,680,522.00)	(4,680,522.00)
c. National BRS (BNSF, CSX, KCS, NS, SOO, UP)	7,542	(\$198.00)	(\$198.00)	(\$1,493,316.00)	(1,493,316.00)
d. National IAM (BNSF, CSX, KCS, NS, SOO, UP)	6,904	(\$198.00)	(\$198.00)	(\$1,366,992.00)	(1,366,992.00)
e. National IBBM (BNSF, CSX, KCS, NS, SOO, UP)	1,291	(\$198.00)	(\$198.00)	(\$255,618.00)	(255,618.00)
f. National IBEW (BNSF, CSX, KCS, NS, SOO, UP)	5,558	(\$198.00)	(\$198.00)	(\$1,100,484.00)	(1,100,484.00)
g. National NCFO (BNSF, CSX, KCS, NS, SOO, UP)	2,473	(\$198.00)	(\$198.00)	(\$489,654.00)	(489,654.00)
h. National SMW (BNSF, CSX, KCS, NS, SOO, UP)	1,027	(\$198.00)	(\$198.00)	(\$203,346.00)	(203,346.00)
i. National TCU (BNSF, CSX, KCS, NS, SOO, UP)	5,437	(\$198.00)	(\$198.00)	(\$1,076,526.00)	(1,076,526.00)
j. National TCU-CAR (BNSF, CSX, KCS, NS, SOO, UP)	9,214	(\$198.00)	(\$198.00)	(\$1,824,372.00)	(1,824,372.00)
k. National UTU (BNSF, CSX, KCS, NS, SOO, UP)	40,720	(\$198.00)	(\$198.00)	(\$8,062,560.00)	(8,062,560.00)
l. Yardmasters (BNSF, CSX, KCS, NS, SOO, UP)	1,886	(\$198.00)	(\$198.00)	(\$373,428.00)	(373,428.00)
m. National ATDA (wt. avg. BNSF, CSX, KCS, NS, SOO)	1,859	(\$198.00)	(\$198.00)	(\$368,082.00)	(\$368,082.00)
n. Independent CNGT (wt avg all union categories)	6,492	(\$190.95)	(\$195.85)	(\$1,239,647.40)	(1,271,458.20)
o. Independent SLC (wt avg all DH & DME union categories)	906	(\$176.22)	(\$180.11)	(\$159,655.32)	(163,179.66)
p.					
<b>Total Major Union</b>	<b>142,134</b>			<b>(\$28,077,030.72)</b>	<b>(\$28,112,365.86)</b>
<b>All Other Employee Contributions*</b>				<b>(\$3,909,740.58)</b>	<b>(\$3,909,740.58)</b>
<b>6. Net Employer Monthly Payments</b>				<b>\$222,641,893.70</b>	<b>\$221,427,161.29</b>
<b>7. Ratio Projected Year to Base Year, Based on Net Monthly Payments</b>					<b>0.99454</b>
<b>8. H&amp;W hourly rate for base year 2014</b>				<b>\$6.947</b>	
<b>9. H&amp;W hourly rate for projected quarter</b>					<b>\$6.909</b>

\* Non-union employee contributions net of opt-outs. The \$28,077,030.72 in major union contributions, plus \$3,909,740.58 in all other employee contributions, totals to the 12-month average of the total employee contributions reported to the AAR in its WF survey.

## Railroad Retirement and Medicare for RCAF

**Inputs:**

RRB Earnings Distribution Year	2013	Tier I Maximum Taxable Earnings for 2015	118,500
Wage Statistics Year	2014	Tier II Maximum Taxable Earnings for 2015	88,200
Current Year	2015	Medicare Maximum Taxable Earnings for 2015	no limit
Employees Receiving Pay*	170,643	Tier I Employer Tax Rate for 2015	6.20%
		Tier II Employer Tax Rate for 2015	13.10%
		Medicare Employer Tax Rate for 2015	1.45%

\* from 2014 wage statistics

USA RCAF	Wage Rate	Update Factor	Railroad Retirement Tax	Hourly Rate	
2013	\$36.760				
2014	\$38.866	1.05729	\$656,729,112	\$7.982	hourly rate from SUPPL2014.xlsx
1Q/2015	\$40.345	1.09752	\$692,797,621	\$8.420	Rate = Taxable Rate
2Q/2015	\$40.521	1.10231	\$694,814,089	\$8.445	
3Q/2015	\$40.503	1.10182	\$694,607,859	\$8.442	
4Q/2015	\$40.590	1.10419	\$695,604,635	<b>\$8.454</b>	

Railroad Retirement & Medicare, U.S.

From 2013 Earnings Distribution			1Q/2015 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info									
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtlly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)			
									Tier I	Tier II	Medicare	
\$0 - 41,699	\$31,800	3.629 %	6,193	\$34,901	\$8,725	\$8,725	\$8,725	\$8,725	\$54,032,715	\$54,032,715	\$54,032,715	
41,700 - 43,699	\$42,715	0.812	1,386	46,881	11,720	11,720	11,720	11,720	16,239,743	16,239,743	16,239,743	
43,700 - 45,699	\$44,553	1.098	1,874	48,898	12,225	12,225	12,225	12,225	22,904,562	22,904,562	22,904,562	
45,700 - 47,699	\$46,627	1.051	1,793	51,174	12,794	12,794	12,794	12,794	22,944,727	22,944,727	22,944,727	
47,700 - 49,699	\$48,596	1.480	2,526	53,335	13,334	13,334	13,334	13,334	33,674,794	33,674,794	33,674,794	
49,700 - 51,699	\$50,799	2.245	3,831	55,753	13,938	13,938	13,938	13,938	53,396,675	53,396,675	53,396,675	
51,700 - 53,699	\$52,706	3.104	5,297	57,846	14,462	14,462	14,462	14,462	76,599,242	76,599,242	76,599,242	
53,700 - 55,699	\$54,809	4.011	6,844	60,154	15,039	15,039	15,039	15,039	102,931,249	102,931,249	102,931,249	
55,700 - 57,699	\$56,637	4.632	7,904	62,160	15,540	15,540	15,540	15,540	122,831,992	122,831,992	122,831,992	
57,700 - 59,699	\$58,768	4.250	7,252	64,499	16,125	16,125	16,125	16,125	116,942,546	116,942,546	116,942,546	
59,700 - 61,699	\$60,663	4.155	7,090	66,579	16,645	16,645	16,645	16,645	118,015,110	118,015,110	118,015,110	
61,700 - 63,699	\$62,700	3.438	5,867	68,815	17,204	17,204	17,204	17,204	100,929,034	100,929,034	100,929,034	
63,700 - 65,699	\$64,623	3.582	6,112	70,925	17,731	17,731	17,731	17,731	108,381,561	108,381,561	108,381,561	
65,700 - 67,699	\$66,649	3.820	6,519	73,149	18,287	18,287	18,287	18,287	119,206,436	119,206,436	119,206,436	
67,700 - 69,699	\$68,748	3.343	5,705	75,453	18,863	18,863	18,863	18,863	107,606,659	107,606,659	107,606,659	
69,700 - 71,699	\$70,905	3.200	5,461	77,820	19,455	19,455	19,455	19,455	106,235,470	106,235,470	106,235,470	
71,700 - 73,699	\$72,646	2.627	4,483	79,731	19,933	19,933	19,933	19,933	89,354,100	89,354,100	89,354,100	
73,700 - 75,699	\$74,686	3.964	6,764	81,970	20,492	20,492	20,492	20,492	138,616,698	138,616,698	138,616,698	
75,700 - 77,699	\$76,740	2.913	4,971	84,224	21,056	21,056	21,056	21,056	104,665,845	104,665,845	104,665,845	
77,700 - 79,699	\$78,583	2.674	4,563	86,247	21,562	21,562	21,562	21,562	98,385,866	98,385,866	98,385,866	
79,700 - 81,699	\$80,678	3.247	5,541	88,546	22,137	22,137	22,050	22,137	122,653,548	122,174,160	122,653,548	
81,700 - 83,699	\$82,692	3.009	5,135	90,756	22,689	22,689	22,050	22,689	116,500,660	113,218,986	116,500,660	
83,700 - 85,699	\$84,718	3.104	5,297	92,980	23,245	23,245	22,050	23,245	123,123,261	116,793,530	123,123,261	
85,700 - 87,699	\$86,756	2.292	3,911	95,217	23,804	23,804	22,050	23,804	93,101,534	86,240,583	93,101,534	
87,700 - 89,699	\$88,824	2.627	4,483	97,487	24,372	24,372	22,050	24,372	109,252,933	98,845,555	109,252,933	
89,700 - 91,699	\$90,651	2.149	3,667	99,492	24,873	24,873	22,050	24,873	91,211,945	80,859,953	91,211,945	
91,700 - 93,699	\$92,600	2.388	4,075	101,631	25,408	25,408	22,050	25,408	103,535,197	89,852,754	103,535,197	
93,700 - 95,699	\$94,575	1.671	2,851	103,798	25,950	25,950	22,050	25,950	73,993,829	62,874,352	73,993,829	
95,700 - 97,699	\$96,641	2.292	3,911	106,066	26,516	26,516	22,050	26,516	103,709,546	86,240,583	103,709,546	
97,700 - 99,699	\$98,671	1.051	1,793	108,294	27,073	27,073	22,050	27,073	48,555,111	39,545,747	48,555,111	
99,700 - 101,699	\$100,588	1.576	2,689	110,398	27,599	27,599	22,050	27,599	74,224,126	59,299,808	74,224,126	
101,700 - 103,699	\$102,760	1.289	2,200	112,782	28,195	28,195	22,050	28,195	62,018,280	48,500,921	62,018,280	
103,700 - 105,699	\$104,717	1.194	2,037	114,929	28,732	28,732	22,050	28,732	58,541,551	44,926,377	58,541,551	
105,700 - 107,699	\$106,640	1.385	2,363	117,040	29,260	29,260	22,050	29,260	69,153,253	52,113,092	69,153,253	
107,700 - 109,699	\$108,933	1.003	1,712	119,557	29,889	29,889	22,050	29,889	50,704,648	37,739,662	51,156,768	
109,700 - 111,699	\$110,682	1.003	1,712	121,476	30,369	29,625	22,050	30,369	50,704,648	37,739,662	51,978,128	
111,700 - 113,699	\$112,960	0.907	1,548	123,976	30,994	29,625	22,050	30,994	45,851,561	34,127,491	47,970,547	
113,700 - 115,699	\$114,491	0.860	1,468	125,657	31,414	29,625	22,050	31,414	43,475,570	32,359,032	46,101,229	
\$115,700 - over	\$173,469	6.925	11,817	190,386	47,597	29,625	22,050	47,597	<u>350,079,447</u>	<u>260,565,462</u>	<u>562,450,563</u>	
TOTAL	\$79,518	100.000	170,643						Total Taxable Earnings	3,504,285,669	3,217,912,733	3,723,127,031
									Employer Tax Rate	6.20%	13.10%	1.45%
									Quarterly Payment	\$217,265,711	\$421,546,568	\$53,985,342
									Total Tier I, Tier II, and Medicare Paid this Quarter			\$692,797,621

Railroad Retirement & Medicare, U.S.

From 2013 Earnings Distribution			2Q/2015 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info									
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)			
									Tier I	Tier II	Medicare	
\$0 - 41,699	\$31,800	3.629 %	6,193	\$35,054	\$8,763	\$8,763	\$8,763	\$8,763	\$54,268,426	\$54,268,426	\$54,268,426	
41,700 - 43,699	\$42,715	0.812	1,386	47,085	11,771	11,771	11,771	11,771	16,310,587	16,310,587	16,310,587	
43,700 - 45,699	\$44,553	1.098	1,874	49,111	12,278	12,278	12,278	12,278	23,004,481	23,004,481	23,004,481	
45,700 - 47,699	\$46,627	1.051	1,793	51,398	12,849	12,849	12,849	12,849	23,044,820	23,044,820	23,044,820	
47,700 - 49,699	\$48,596	1.480	2,526	53,568	13,392	13,392	13,392	13,392	33,821,696	33,821,696	33,821,696	
49,700 - 51,699	\$50,799	2.245	3,831	55,996	13,999	13,999	13,999	13,999	53,629,611	53,629,611	53,629,611	
51,700 - 53,699	\$52,706	3.104	5,297	58,098	14,525	14,525	14,525	14,525	76,933,397	76,933,397	76,933,397	
53,700 - 55,699	\$54,809	4.011	6,844	60,417	15,104	15,104	15,104	15,104	103,380,274	103,380,274	103,380,274	
55,700 - 57,699	\$56,637	4.632	7,904	62,432	15,608	15,608	15,608	15,608	123,367,831	123,367,831	123,367,831	
57,700 - 59,699	\$58,768	4.250	7,252	64,781	16,195	16,195	16,195	16,195	117,452,693	117,452,693	117,452,693	
59,700 - 61,699	\$60,663	4.155	7,090	66,870	16,717	16,717	16,717	16,717	118,529,936	118,529,936	118,529,936	
61,700 - 63,699	\$62,700	3.438	5,867	69,115	17,279	17,279	17,279	17,279	101,369,324	101,369,324	101,369,324	
63,700 - 65,699	\$64,623	3.582	6,112	71,235	17,809	17,809	17,809	17,809	108,854,362	108,854,362	108,854,362	
65,700 - 67,699	\$66,649	3.820	6,519	73,468	18,367	18,367	18,367	18,367	119,726,459	119,726,459	119,726,459	
67,700 - 69,699	\$68,748	3.343	5,705	75,782	18,945	18,945	18,945	18,945	108,076,080	108,076,080	108,076,080	
69,700 - 71,699	\$70,905	3.200	5,461	78,159	19,540	19,540	19,540	19,540	106,698,909	106,698,909	106,698,909	
71,700 - 73,699	\$72,646	2.627	4,483	80,079	20,020	20,020	20,020	20,020	89,743,896	89,743,896	89,743,896	
73,700 - 75,699	\$74,686	3.964	6,764	82,327	20,582	20,582	20,582	20,582	139,221,396	139,221,396	139,221,396	
75,700 - 77,699	\$76,740	2.913	4,971	84,591	21,148	21,148	21,148	21,148	105,122,436	105,122,436	105,122,436	
77,700 - 79,699	\$78,583	2.674	4,563	86,623	21,656	21,656	21,656	21,656	98,815,062	98,815,062	98,815,062	
79,700 - 81,699	\$80,678	3.247	5,541	88,932	22,233	22,233	22,050	22,233	123,188,609	122,174,160	123,188,609	
81,700 - 83,699	\$82,692	3.009	5,135	91,152	22,788	22,788	22,050	22,788	117,008,880	113,218,986	117,008,880	
83,700 - 85,699	\$84,718	3.104	5,297	93,386	23,346	23,346	22,050	23,346	123,660,371	116,793,530	123,660,371	
85,700 - 87,699	\$86,756	2.292	3,911	95,632	23,908	23,908	22,050	23,908	93,507,678	86,240,583	93,507,678	
87,700 - 89,699	\$88,824	2.627	4,483	97,912	24,478	24,478	22,050	24,478	109,729,535	98,845,555	109,729,535	
89,700 - 91,699	\$90,651	2.149	3,667	99,926	24,981	24,981	22,050	24,981	91,609,846	80,859,953	91,609,846	
91,700 - 93,699	\$92,600	2.388	4,075	102,074	25,519	25,519	22,050	25,519	103,986,856	89,852,754	103,986,856	
93,700 - 95,699	\$94,575	1.671	2,851	104,251	26,063	26,063	22,050	26,063	74,316,618	62,874,352	74,316,618	
95,700 - 97,699	\$96,641	2.292	3,911	106,529	26,632	26,632	22,050	26,632	104,161,966	86,240,583	104,161,966	
97,700 - 99,699	\$98,671	1.051	1,793	108,766	27,192	27,192	22,050	27,192	48,766,926	39,545,747	48,766,926	
99,700 - 101,699	\$100,588	1.576	2,689	110,879	27,720	27,720	22,050	27,720	59,299,808	48,500,921	59,299,808	
101,700 - 103,699	\$102,760	1.289	2,200	113,274	28,318	28,318	22,050	28,318	62,288,827	48,500,921	62,288,827	
103,700 - 105,699	\$104,717	1.194	2,037	115,431	28,858	28,858	22,050	28,858	58,796,931	44,926,377	58,796,931	
105,700 - 107,699	\$106,640	1.385	2,363	117,551	29,388	29,388	22,050	29,388	69,454,925	52,113,092	69,454,925	
107,700 - 109,699	\$108,933	1.003	1,712	120,078	30,020	29,625	22,050	30,020	50,704,648	37,739,662	51,379,933	
109,700 - 111,699	\$110,682	1.003	1,712	122,006	30,502	29,625	22,050	30,502	50,704,648	37,739,662	52,204,876	
111,700 - 113,699	\$112,960	0.907	1,548	124,517	31,129	29,625	22,050	31,129	45,851,561	34,127,491	48,179,813	
113,700 - 115,699	\$114,491	0.860	1,468	126,205	31,551	29,625	22,050	31,551	43,475,570	32,359,032	46,302,340	
S115,700 - over	\$173,469	6.925	11,817	191,217	47,804	29,625	22,050	47,804	350,079,447	260,565,462	564,904,183	
TOTAL		100.000	170,643						Total Taxable Earnings	3,517,213,434	3,225,389,385	3,739,368,706
									Employer Tax Rate	6.20%	13.10%	1.45%
									Quarterly Payment	\$218,067,233	\$422,526,009	\$54,220,846
									Total Tier I, Tier II, and Medicare Paid this Quarter			\$694,814,089

Railroad Retirement & Medicare, U.S.

From 2013 Earnings Distribution			3Q/2015 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info									
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)			
									Tier I	Tier II	Medicare	
\$0 - 41,699	\$31,800	3.629 %	6,193	\$35,038	\$8,759	\$8,759	\$8,759	\$8,759	\$54,244,319	\$54,244,319	\$54,244,319	
41,700 - 43,699	\$42,715	0.812	1,386	47,064	11,766	11,766	11,766	11,766	16,303,341	16,303,341	16,303,341	
43,700 - 45,699	\$44,553	1.098	1,874	49,090	12,272	12,272	12,272	12,272	22,994,262	22,994,262	22,994,262	
45,700 - 47,699	\$46,627	1.051	1,793	51,375	12,844	12,844	12,844	12,844	23,034,584	23,034,584	23,034,584	
47,700 - 49,699	\$48,596	1.480	2,526	53,544	13,386	13,386	13,386	13,386	33,806,672	33,806,672	33,806,672	
49,700 - 51,699	\$50,799	2.245	3,831	55,971	13,993	13,993	13,993	13,993	53,605,788	53,605,788	53,605,788	
51,700 - 53,699	\$52,706	3.104	5,297	58,073	14,518	14,518	14,518	14,518	76,899,222	76,899,222	76,899,222	
53,700 - 55,699	\$54,809	4.011	6,844	60,390	15,097	15,097	15,097	15,097	103,334,351	103,334,351	103,334,351	
55,700 - 57,699	\$56,637	4.632	7,904	62,404	15,601	15,601	15,601	15,601	123,313,030	123,313,030	123,313,030	
57,700 - 59,699	\$58,768	4.250	7,252	64,752	16,188	16,188	16,188	16,188	117,400,519	117,400,519	117,400,519	
59,700 - 61,699	\$60,663	4.155	7,090	66,840	16,710	16,710	16,710	16,710	118,477,283	118,477,283	118,477,283	
61,700 - 63,699	\$62,700	3.438	5,867	69,084	17,271	17,271	17,271	17,271	101,324,295	101,324,295	101,324,295	
63,700 - 65,699	\$64,623	3.582	6,112	71,203	17,801	17,801	17,801	17,801	108,806,007	108,806,007	108,806,007	
65,700 - 67,699	\$66,649	3.820	6,519	73,435	18,359	18,359	18,359	18,359	119,673,275	119,673,275	119,673,275	
67,700 - 69,699	\$68,748	3.343	5,705	75,748	18,937	18,937	18,937	18,937	108,028,071	108,028,071	108,028,071	
69,700 - 71,699	\$70,905	3.200	5,461	78,125	19,531	19,531	19,531	19,531	106,651,512	106,651,512	106,651,512	
71,700 - 73,699	\$72,646	2.627	4,483	80,043	20,011	20,011	20,011	20,011	89,704,030	89,704,030	89,704,030	
73,700 - 75,699	\$74,686	3.964	6,764	82,291	20,573	20,573	20,573	20,573	139,159,552	139,159,552	139,159,552	
75,700 - 77,699	\$76,740	2.913	4,971	84,554	21,138	21,138	21,138	21,138	105,075,739	105,075,739	105,075,739	
77,700 - 79,699	\$78,583	2.674	4,563	86,585	21,646	21,646	21,646	21,646	98,771,167	98,771,167	98,771,167	
79,700 - 81,699	\$80,678	3.247	5,541	88,893	22,223	22,223	22,050	22,223	123,133,887	122,174,160	123,133,887	
81,700 - 83,699	\$82,692	3.009	5,135	91,112	22,778	22,778	22,050	22,778	116,956,903	113,218,986	116,956,903	
83,700 - 85,699	\$84,718	3.104	5,297	93,344	23,336	23,336	22,050	23,336	123,605,439	116,793,530	123,605,439	
85,700 - 87,699	\$86,756	2.292	3,911	95,590	23,897	23,897	22,050	23,897	93,466,140	86,240,583	93,466,140	
87,700 - 89,699	\$88,824	2.627	4,483	97,868	24,467	24,467	22,050	24,467	109,680,791	98,845,555	109,680,791	
89,700 - 91,699	\$90,651	2.149	3,667	99,881	24,970	24,970	22,050	24,970	91,569,152	80,859,953	91,569,152	
91,700 - 93,699	\$92,600	2.388	4,075	102,029	25,507	25,507	22,050	25,507	103,940,663	89,852,754	103,940,663	
93,700 - 95,699	\$94,575	1.671	2,851	104,205	26,051	26,051	22,050	26,051	74,283,606	62,874,352	74,283,606	
95,700 - 97,699	\$96,641	2.292	3,911	106,481	26,620	26,620	22,050	26,620	104,115,695	86,240,583	104,115,695	
97,700 - 99,699	\$98,671	1.051	1,793	108,718	27,179	27,179	22,050	27,179	48,745,263	39,545,747	48,745,263	
99,700 - 101,699	\$100,588	1.576	2,689	110,830	27,708	27,708	22,050	27,708	74,514,804	59,299,808	74,514,804	
101,700 - 103,699	\$102,760	1.289	2,200	113,223	28,306	28,306	22,050	28,306	62,261,157	48,500,921	62,261,157	
103,700 - 105,699	\$104,717	1.194	2,037	115,380	28,845	28,845	22,050	28,845	58,770,812	44,926,377	58,770,812	
105,700 - 107,699	\$106,640	1.385	2,363	117,498	29,375	29,375	22,050	29,375	69,424,072	52,113,092	69,424,072	
107,700 - 109,699	\$108,933	1.003	1,712	120,025	30,006	29,625	22,050	30,006	50,704,648	37,739,662	51,357,110	
109,700 - 111,699	\$110,682	1.003	1,712	121,952	30,488	29,625	22,050	30,488	50,704,648	37,739,662	52,181,686	
111,700 - 113,699	\$112,960	0.907	1,548	124,462	31,115	29,625	22,050	31,115	45,851,561	34,127,491	48,158,411	
113,700 - 115,699	\$114,491	0.860	1,468	126,149	31,537	29,625	22,050	31,537	43,475,570	32,359,032	46,281,772	
\$115,700 - over	\$173,469	6.925	11,817	191,132	47,783	29,625	22,050	47,783	<u>350,079,447</u>	<u>260,565,462</u>	<u>564,653,245</u>	
TOTAL		100.000	170,643						Total Taxable Earnings	3,515,891,276	3,224,624,727	3,737,707,625
									Employer Tax Rate	6.20%	13.10%	1.45%
									Quarterly Payment	\$217,985,259	\$422,425,839	\$54,196,761
									Total Tier I, Tier II, and Medicare Paid this Quarter			\$694,607,859

Railroad Retirement & Medicare, U.S.

From 2013 Earnings Distribution			4Q/2015 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info									
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtlly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)			
									Tier I	Tier II	Medicare	
\$0 - 41,699	\$31,800	3.629 %	6,193	\$35,113	\$8,778	\$8,778	\$8,778	\$8,778	\$54,360,836	\$54,360,836	\$54,360,836	
41,700 - 43,699	\$42,715	0.812	1,386	47,165	11,791	11,791	11,791	11,791	16,338,361	16,338,361	16,338,361	
43,700 - 45,699	\$44,553	1.098	1,874	49,195	12,299	12,299	12,299	12,299	23,043,653	23,043,653	23,043,653	
45,700 - 47,699	\$46,627	1.051	1,793	51,485	12,871	12,871	12,871	12,871	23,084,062	23,084,062	23,084,062	
47,700 - 49,699	\$48,596	1.480	2,526	53,659	13,415	13,415	13,415	13,415	33,879,288	33,879,288	33,879,288	
49,700 - 51,699	\$50,799	2.245	3,831	56,092	14,023	14,023	14,023	14,023	53,720,933	53,720,933	53,720,933	
51,700 - 53,699	\$52,706	3.104	5,297	58,197	14,549	14,549	14,549	14,549	77,064,401	77,064,401	77,064,401	
53,700 - 55,699	\$54,809	4.011	6,844	60,520	15,130	15,130	15,130	15,130	103,556,312	103,556,312	103,556,312	
55,700 - 57,699	\$56,637	4.632	7,904	62,538	15,634	15,634	15,634	15,634	123,577,905	123,577,905	123,577,905	
57,700 - 59,699	\$58,768	4.250	7,252	64,891	16,223	16,223	16,223	16,223	117,652,694	117,652,694	117,652,694	
59,700 - 61,699	\$60,663	4.155	7,090	66,983	16,746	16,746	16,746	16,746	118,731,771	118,731,771	118,731,771	
61,700 - 63,699	\$62,700	3.438	5,867	69,233	17,308	17,308	17,308	17,308	101,541,938	101,541,938	101,541,938	
63,700 - 65,699	\$64,623	3.582	6,112	71,356	17,839	17,839	17,839	17,839	109,039,721	109,039,721	109,039,721	
65,700 - 67,699	\$66,649	3.820	6,519	73,593	18,398	18,398	18,398	18,398	119,930,332	119,930,332	119,930,332	
67,700 - 69,699	\$68,748	3.343	5,705	75,911	18,978	18,978	18,978	18,978	108,260,114	108,260,114	108,260,114	
69,700 - 71,699	\$70,905	3.200	5,461	78,293	19,573	19,573	19,573	19,573	106,880,598	106,880,598	106,880,598	
71,700 - 73,699	\$72,646	2.627	4,483	80,215	20,054	20,054	20,054	20,054	89,896,713	89,896,713	89,896,713	
73,700 - 75,699	\$74,686	3.964	6,764	82,467	20,617	20,617	20,617	20,617	139,458,465	139,458,465	139,458,465	
75,700 - 77,699	\$76,740	2.913	4,971	84,735	21,184	21,184	21,184	21,184	105,301,441	105,301,441	105,301,441	
77,700 - 79,699	\$78,583	2.674	4,563	86,771	21,693	21,693	21,693	21,693	98,983,326	98,983,326	98,983,326	
79,700 - 81,699	\$80,678	3.247	5,541	89,084	22,271	22,271	22,050	22,271	123,398,377	122,174,160	123,398,377	
81,700 - 83,699	\$82,692	3.009	5,135	91,308	22,827	22,827	22,050	22,827	117,208,125	113,218,986	117,208,125	
83,700 - 85,699	\$84,718	3.104	5,297	93,545	23,386	23,386	22,050	23,386	123,870,942	116,793,530	123,870,942	
85,700 - 87,699	\$86,756	2.292	3,911	95,795	23,949	23,949	22,050	23,949	93,666,905	86,240,583	93,666,905	
87,700 - 89,699	\$88,824	2.627	4,483	98,079	24,520	24,520	22,050	24,520	109,916,384	98,845,555	109,916,384	
89,700 - 91,699	\$90,651	2.149	3,667	100,096	25,024	25,024	22,050	25,024	91,765,841	80,859,953	91,765,841	
91,700 - 93,699	\$92,600	2.388	4,075	102,248	25,562	25,562	22,050	25,562	104,163,927	89,852,754	104,163,927	
93,700 - 95,699	\$94,575	1.671	2,851	104,429	26,107	26,107	22,050	26,107	74,443,166	62,874,352	74,443,166	
95,700 - 97,699	\$96,641	2.292	3,911	106,710	26,677	26,677	22,050	26,677	104,339,335	86,240,583	104,339,335	
97,700 - 99,699	\$98,671	1.051	1,793	108,951	27,238	27,238	22,050	27,238	48,849,968	39,545,747	48,849,968	
99,700 - 101,699	\$100,588	1.576	2,689	111,068	27,767	27,767	22,050	27,767	74,674,861	59,299,808	74,674,861	
101,700 - 103,699	\$102,760	1.289	2,200	113,466	28,367	28,367	22,050	28,367	62,394,894	48,500,921	62,394,894	
103,700 - 105,699	\$104,717	1.194	2,037	115,627	28,907	28,907	22,050	28,907	58,897,051	44,926,377	58,897,051	
105,700 - 107,699	\$106,640	1.385	2,363	117,751	29,438	29,438	22,050	29,438	69,573,194	52,113,092	69,573,194	
107,700 - 109,699	\$108,933	1.003	1,712	120,283	30,071	29,625	22,050	30,071	50,704,648	37,739,662	51,467,424	
109,700 - 111,699	\$110,682	1.003	1,712	122,214	30,553	29,625	22,050	30,553	50,704,648	37,739,662	52,293,772	
111,700 - 113,699	\$112,960	0.907	1,548	124,729	31,182	29,625	22,050	31,182	45,851,561	34,127,491	48,261,854	
113,700 - 115,699	\$114,491	0.860	1,468	126,420	31,605	29,625	22,050	31,605	43,475,570	32,359,032	46,381,184	
\$115,700 - over	\$173,469	6.925	11,817	191,543	47,886	29,625	22,050	47,886	<u>350,079,447</u>	<u>260,565,462</u>	<u>565,866,114</u>	
TOTAL		100.000	170,643						Total Taxable Earnings	3,522,281,706	3,228,320,572	3,745,736,180
									Employer Tax Rate	6.20%	13.10%	1.45%
									Quarterly Payment	\$218,381,466	\$422,909,995	\$54,313,175
									Total Tier I, Tier II, and Medicare Paid this Quarter			<b>\$695,604,635</b>

## 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
			\$33.913	(2010)			
2011 Avg.	7.10%	\$15,960	\$34.752		1.024740	\$15,110.68	\$0.595
<b>3Q/12 reb.</b>	5.00%	\$16,380	\$37.546		1.107127	\$15,534.63	<b>\$0.431</b>
4Q/12	5.00%	\$16,380	\$37.613		1.109103	\$15,535.53	<b>\$0.431</b>
1Q/13	0.67%	\$16,860	\$37.771		1.113762	\$15,978.07	<b>\$0.059</b>
2Q/13	0.67%	\$16,860	\$37.144		1.095273	\$15,969.12	<b>\$0.059</b>
3Q/13	0.67%	\$16,860	\$37.532		1.106714	\$15,974.73	<b>\$0.059</b>
			\$34.752	(2011)			
2012 Avg.	5.00%	\$16,380	\$36.269		1.043652	\$15,446.41	\$0.411
<b>3Q/13 reb.</b>	0.67%	\$16,860	\$37.587		1.081578	\$15,902.69	<b>\$0.057</b>
4Q/13	0.67%	\$16,860	\$37.545		1.080369	\$15,902.09	<b>\$0.057</b>
1Q/14	0.68%	\$17,280	\$37.908		1.090815	\$16,289.96	<b>\$0.059</b>
2Q/14	0.68%	\$17,280	\$38.121		1.096944	\$16,293.07	<b>\$0.059</b>
3Q/14	0.68%	\$17,280	\$39.016		1.122698	\$16,305.78	<b>\$0.059</b>
			\$36.269	(2012)			
2013 Avg.	0.67%	\$16,860	\$36.760		1.013538	\$15,578.13	\$0.057
<b>3Q/14 reb.</b>	0.68%	\$17,280	\$38.308		1.056219	\$15,976.08	<b>\$0.059</b>
4Q/14	0.68%	\$17,280	\$38.319		1.056522	\$15,976.25	<b>\$0.059</b>
1Q/15	2.31%	\$17,460	\$39.385		1.085914	\$16,152.67	<b>\$0.204</b>
2Q/15	2.31%	\$17,460	\$39.595		1.091704	\$16,155.78	<b>\$0.204</b>
3Q/15	2.31%	\$17,460	\$39.581		1.091318	\$16,155.57	<b>\$0.204</b>
			\$36.760	(2013)			
2014 Avg.	0.68%	\$17,280	\$38.866		1.057291	\$16,395.26	\$0.059
<b>3Q/15 reb.</b>	2.31%	\$17,460	\$40.503		1.101823	\$16,583.82	<b>\$0.203</b>
4Q/15	2.31%	\$17,460	\$40.590		1.104189	\$16,585.04	<b>\$0.203</b>
1Q/16					0.000000		<b>\$0.000</b>
2Q/16					0.000000		<b>\$0.000</b>
3Q/16					0.000000		<b>\$0.000</b>

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.

TOTAL GROSS EARNINGS AND AVERAGE GROSS EARNINGS-2013 RRB File

The MEANS Procedure

Variable	N	Sum	Mean
ANUAL_US	2682	43972083.05	16395.26
QTRLY_US	2682	44481074.02	16585.04

→ Q4

The MEANS Procedure

Variable	N	Sum	Mean
FactorA	2682	2835.65	1.0572910
FactorQ	2682	2961.43	1.1041890
Capa	2682	46344960.00	17280.00
Capq	2682	46827720.00	17460.00

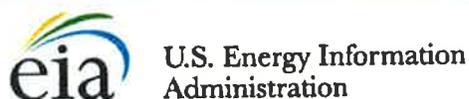
TOTAL GROSS EARNINGS AND AVERAGE GROSS EARNINGS-2013 RRB File

The MEANS Procedure

Variable	N	Sum	Mean
ANUAL_US	2682	43972083.05	16395.26
QTRLY_US	2682	44477796.74	16583.82 → Q3

The MEANS Procedure

Variable	N	Sum	Mean
FactorA	2682	2835.65	1.0572910 ✓
FactorQ	2682	2955.09	1.1018230 ✓
Capa	2682	46344960.00	17280.00 ✓
Capq	2682	46827720.00	17460.00 ✓



## PETROLEUM & OTHER LIQUIDS

OVERVIEW **DATA** ANALYSIS & PROJECTIONS

[GLOSSARY](#) [FAQS](#)

### Spot Prices

(Crude Oil in Dollars per Barrel, Products in Dollars per Gallon)

Period:

Product by Area	<input type="checkbox"/>	07/17/15	07/24/15	07/31/15	08/07/15	08/14/15	08/21/15	View History
<b>Crude Oil</b>								
WTI - Cushing, Oklahoma	<input type="checkbox"/>	51.68	49.21	47.91	44.94	43.20	41.34	1986-2015
Brent - Europe	<input type="checkbox"/>	57.17	55.75	54.14	48.59	47.94	46.0	1987-2015
<b>Conventional Gasoline</b>								
New York Harbor, Regular	<input type="checkbox"/>	1.856	1.823	1.747	1.695	1.724	1.593	1986-2015
U.S. Gulf Coast, Regular	<input type="checkbox"/>	1.859	1.807	1.716	1.642	1.719	1.566	1986-2015
<b>RBOB Regular Gasoline</b>								
Los Angeles	<input type="checkbox"/>	2.936	2.716	2.554	2.020	2.456	1.986	2003-2015
<b>No. 2 Heating Oil</b>								
New York Harbor	<input type="checkbox"/>	1.554	1.525	1.457	1.405	1.425	1.378	1988-2015
<b>Ultra-Low-Sulfur No. 2 Diesel Fuel</b>								
New York Harbor	<input type="checkbox"/>	1.680	1.657	1.594	1.532	1.563	1.502	2006-2015
U.S. Gulf Coast	<input type="checkbox"/>	1.619	1.596	1.526	1.481	1.510	1.445	2006-2015
Los Angeles	<input type="checkbox"/>	1.705	1.667	1.631	1.553	1.565	1.500	1996-2015
<b>Kerosene-Type Jet Fuel</b>								
U.S. Gulf Coast	<input type="checkbox"/>	1.537	1.523	1.473	1.419	1.439	1.366	1990-2015
<b>Propane</b>								
Mont Belvieu, Texas	<input type="checkbox"/>	0.415	0.420	0.392	0.370	0.374	0.375	1992-2015

Click on the source key icon to learn how to download series into Excel, or to embed a chart or map on your website.

-- = No Data Reported; -- = Not Applicable; NA = Not Available; W = Withheld to avoid disclosure of individual company data.

Notes: Weekly, monthly, and annual prices are calculated by EIA from daily data by taking an unweighted average of the daily closing spot prices for a given product over the specified time period. See Definitions, Sources, and Notes link above for more information on this table.

Release Date: 8/26/2015

Next Release Date: 9/2/2015

AAR MATERIALS AND SUPPLIES INDEX  
Region By Composition  
Third Quarter 2015  
August 27, 2015

United States by Composition Category - Summary

Composition Category	Weight	Previous Quarter Index	Current Quarter Index	Relative Of Change
Forest Products	.1027	325.80	321.40	.9865
Metal Products	.6299	182.71	181.03	.9908
Miscellaneous Products	.2674	344.87	371.08	1.0760
U.S. By Composition	--	240.77	246.27	1.0228
U.S. By Composition (Linked)	--	244.02	249.58	1.0228
United States (1977=100) Linking Factor: 1.423	--	347.24	355.15	1.0228
United States (1980=100) Linking Factor: 1.061	--	258.91	264.80	1.0228

## Car Hire for RCAF

### RCAF (Forecast)

	1980	June 3Q/15	Sept. 4Q/15	Dec. 1Q/16	Mar. 2Q/16	June 3Q/16
<b>RATE</b>						
RR-OWNED TIME	31.00	64.00	63.00	--	--	--
RR-OWNED MILEAGE	4.69	6.70	6.70	--	--	--
PRIVATELY-OWNED CARS	25.47	49.52	50.36	--	--	--
AUTORACKS	47.00	71.57	75.23	--	--	--
<b>INDEX</b>						
RR-OWNED TIME	100.0	206.5	203.2	--	--	--
RR-OWNED MILEAGE	100.0	142.9	142.9	--	--	--
PRIVATELY-OWNED CARS	100.0	194.4	197.7	--	--	--
AUTORACKS	100.0	152.3	160.1	--	--	--
CAR HIRE INDEX (old wts) 2013	100.0	192.1	--	--	--	--
CAR HIRE INDEX (new wts) 2014	100.0	192.1	194.3	--	--	--
CAR HIRE INDEX (LINKED)	100.0	191.6	<b>193.8</b>	--	--	--

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**

	2015 (first day of month)						2016 (first day of month)								
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	
<b>Railroad Equipment</b>															
No. of Cars (cars with rates only)															
Superstructures (Vehicular Flats)	7,887	7,919	7,917												
Rate (in cents)															
Superstructures #3 - Auto Rack	49.0	50.0	50.0												
<b>All other #1 - Time</b>	<b>63.0</b>	<b>63.0</b>	<b>63.0</b>												
<b>All other #2 - Mileage</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>												
<b>Private Equipment</b>															
No. of Cars (cars with rates only)															
Superstructures (Vehicular Flats)	52,263	52,563	52,956												
Covered Hoppers	361,701	363,687	365,583												
Tank Cars	380,115	382,665	385,215												
Others	291,161	290,976	290,909												
Rate (in cents)															
Superstructures #1 - Time	82.0	82.0	82.0												
Superstructures #2 - Mileage	1.6	1.6	1.6												
Superstructures #3 - Auto Rack	76.0	78.0	79.0												
Covered Hoppers #2 - Mileage	44.6	44.7	44.8												
Tank Cars #2 - Mileage	78.1	78.3	78.6												
Others #1 - Time	78.0	79.0	79.0												
Others #2 - Mileage	7.8	7.8	7.8												
<b>AVERAGE RATES</b>															
Private Superstructures	20.87	20.87	20.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Private Others	25.12	25.34	25.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Private Total</b>	<b>49.96</b>	<b>50.18</b>	<b>50.36</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
<b>Autoracks</b>	<b>72.46</b>	<b>74.33</b>	<b>75.23</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>

WEIGHTS	"Old Wts"	"New Wts"
	2013	2014
For RCAF & RCR		
RR-owned Time	0.148	0.156
RR-owned Mileage	0.072	0.060
Privately-owned Cars	0.772	0.758
Autoracks	0.008	0.026
----- Check sum	1.000	1.000

Weights for Equipment Rents (not used in Car Hire calculation)		
	2013	2014
Car Hire - U.S.	0.528	0.565
Lease Rentals - U.S.	0.472	0.435
----- 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.

## CHARM Process - Car Hire Rate Report

### Average Car Rental Rates for 09/2015

Ownership	Car Group	Car Count	Time Rate (cents/hour)	Mileage Rate (\$/mile)	Auto Rack Rate (cents/hour)
Railroad	Vehicular Flats	7,917	121	0.081	50
Railroad	Number of Zero-Rated Vehicular Flats	12	.	.	.
Railroad	All Other Cars	455,051	63	0.067	.
Railroad	Number of Zero-Rated Other Cars	18,549	.	.	.
Railroad	Total Railroad Equipment	481,529	.	.	.
		.	.	.	.
Private	Vehicular Flats	52,956	82	0.016	79
Private	Number of Zero-Rated Vehicular Flats	59	.	.	.
Private	Covered Hoppers	365,583	0	0.448	.
Private	Number of Zero-Rated Covered Hoppers	10,780	.	.	.
Private	Tanks	385,215	0	0.786	.
Private	Number of Zero-Rated Tanks	8,076	.	.	.
Private	All Other Cars	290,909	79	0.078	.
Private	Number of Zero-Rated Other Cars	27,638	.	.	.
Private	Total Private Equipment	1,141,216	.	.	.

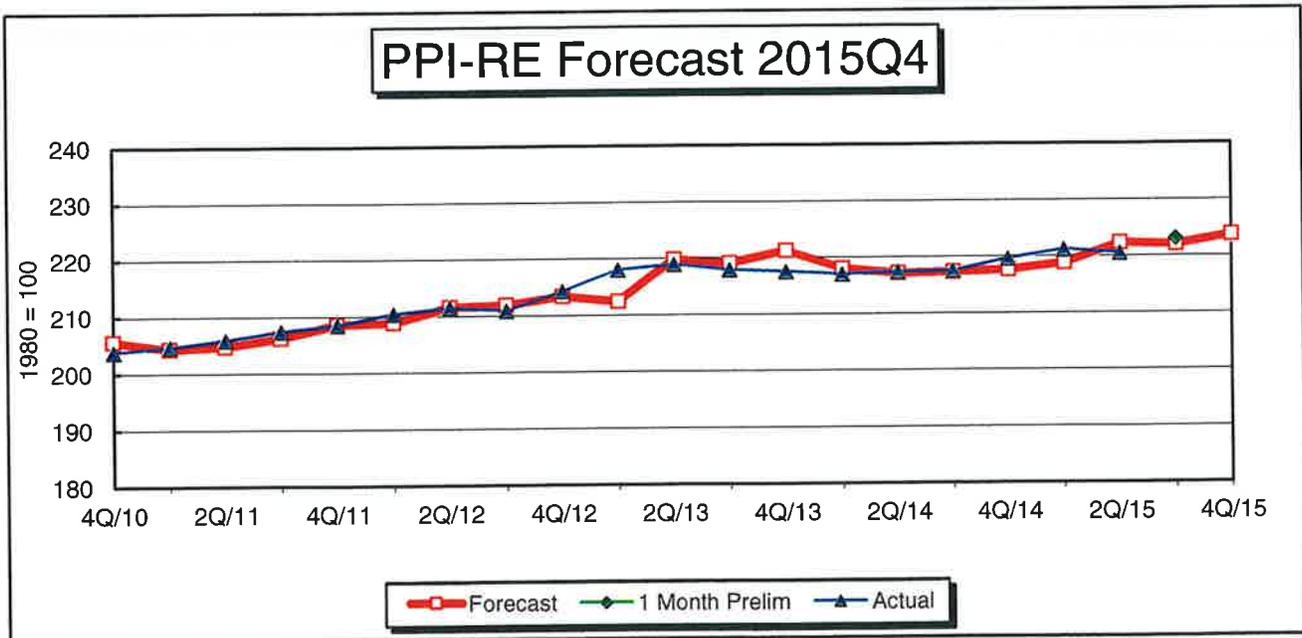
Notes
This report excludes these car types: D (Locomotives), M (MoW, EOTs, etc.), U (Containers), Z (Trailers).
All TTX equipment (including ABOX, RBOX, GONX) is contained in the Private section of report.
Equipment can be zero rated due to owners supplying incorrect or insufficient information to the car accounting process.
Zero-rated equipment includes those with Umler Rate_Indicator of 6 and 0 (zero).
Zero-rated equipment is excluded from the averages shown in this report.
Equipment must be Active in Umler to be included in this report; Pre-registered and Inactive cars are excluded.

## PPI-RE Forecast (for Depreciation Component)

	Forecast	Actual	1 Month Prelim
4Q/10	205.5 ✓	203.8 ✓	
1Q/11	204.2 ✓	204.6 ✓	
2Q/11	204.6	205.8	
3Q/11	206.1	207.3	
4Q/11	208.4	208.4	
1Q/12	208.7	210.3	
2Q/12	211.4	211.4	
3Q/12	211.7	210.8	
4Q/12	213.2	214.2	
1Q/13	212.2	217.9	
2Q/13	219.6	218.8	
3Q/13	218.9	217.8	
4Q/13	221.0	217.4	
1Q/14	217.8	216.9	
2Q/14	216.9	217.3	
3Q/14	217.1	217.4	
4Q/14	217.4	219.5	
1Q/15	218.6	221.1	
2Q/15	222.1 ✓	220.4	
3Q/15	221.8 ✓		223.0 ✓
4Q/15	223.5		

1980 Base

	PPI-RE Forecast		Percent Change			
	(82=100)	(80=100)	Yr Ago Actual	Latest Month Actual	2nd Prev Qtr Actual	Previous Forecast
2014Q4						
Low	198.8	219.9	0.2%			
Midpoint	202.0	<b>223.5</b>	<b>1.8%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>0.8%</b>
High	205.2	227.0	3.4%			



re\_ppi

Forecast Pro Version 4.3 Standard Edition

Database I:\Indexes2\RCAF\2015Q4\5Deprec\FPre\_ppi.xls is open and ready for use.

Expert data exploration of dependent variable PPIRE

Length 72 Minimum 179.900 Maximum 201.600  
Mean 191.613 Standard deviation 5.899

Classical decomposition (multiplicative)  
Trend-cycle: 96.99% Seasonal: 0.93% Irregular: 2.08%

Log transform recommended for Box-Jenkins.

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

Exponential smoothing outperforms Box-Jenkins by 1.096 to 1.341 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 seasonal.

Recommended model: Exponential Smoothing  
Forecast Model for PPIRE  
Holt exponential smoothing: Linear trend, No seasonality

Component	Smoothing weight	Final Value
Level	0.65197	201.02
Trend	0.01758	0.25328

Within-Sample Statistics

Sample size 72	Number of parameters 2
Mean 191.6	Standard deviation 5.899
R-square 0.9704	Adjusted R-square 0.97
Durbin-watson 1.909	Ljung-Box(18)=10.69 P=0.09285
Forecast error 1.022	BIC 1.07
MAPE 0.003601	RMSE 1.008
MAD 0.6938	

Forecast Report  
Mon Aug 17 09:02:18 2015  
Exponential Smoothing model for PPIRE  
Analysis of Historic Fit Set

Date	Historic
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

re\_ppi

2010-07	184.500
2010-08	184.500
2010-09	184.500
2010-10	184.200
2010-11	184.200
2010-12	184.200
2011-01	184.900
2011-02	185.100
2011-03	187.000
2011-04	186.600
2011-05	186.700
2011-06	186.800
2011-07	187.300
2011-08	187.400
2011-09	187.500
2011-10	187.500
2011-11	187.700
2011-12	189.900
2012-01	190.100
2012-02	190.100
2012-03	190.600
2012-04	191.800
2012-05	191.600
2012-06	191.500
2012-07	192.000
2012-08	190.400
2012-09	190.900
2012-10	194.900
2012-11	193.900
2012-12	194.100
2013-01	196.000
2013-02	195.200
2013-03	195.800
2013-04	195.200
2013-05	198.100
2013-06	196.300
2013-07	195.400
2013-08	194.500
2013-09	194.600
2013-10	195.100
2013-11	195.200
2013-12	196.900
2014-01	196.000
2014-02	197.400
2014-03	196.800
2014-04	196.200
2014-05	196.700
2014-06	196.800
2014-07	197.800
2014-08	197.900
2014-09	198.300
2014-10	199.300
2014-11	199.900
2014-12	199.500
2015-01	200.800 ✓
2015-02	200.500 ✓
2015-03	199.500 ✓
2015-04	199.300 ✓
2015-05	198.400 ✓
2015-06	200.000 ✓
2015-07	201.600 ✓

re\_ppi

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2015-08	199.177	201.273	203.369
2015-09	199.011	201.526	204.042
2015-10	198.905	201.780	204.654
2015-11	198.840	202.033	205.226
2015-12	198.803	202.286	205.769
2016-01	198.789	202.539	206.290
2016-02	198.793	202.793	206.792
2016-03	198.811	203.046	207.281
2016-04	198.842	203.299	207.756
2016-05	198.883	203.552	208.222
2016-06	198.934	203.806	208.678
2016-07	198.993	204.059	209.126



[Home](#)

[Subjects](#)

[Data Tools](#)

[Publications](#)

[Economic Releases](#)

[Students](#)

[Beta](#)

# Databases, Tables & Calculators by Subject

FONT SIZE

Change Output Options:

From:  To:

include graphs  include annual averages

[More Formatting Options](#)

Data extracted on: August 17, 2015 (8:51:17 AM)

## Producer Price Index-Commodities

Series Id: WPU144

Not Seasonally Adjusted

Group: Transportation equipment

Item: Railroad equipment

Base Date: 198200

Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	196.0	197.4	196.8	196.2	196.7	196.8	197.8	197.9	198.3	199.3	199.9	199.5
2015	200.8	200.5	199.5	199.3(P)	198.4(P)	200.0(P)	201.6(P)					

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

### TOOLS

- [Areas at a Glance](#)
- [Industries at a Glance](#)
- [Economic Releases](#)
- [Databases & Tables](#)
- [Maps](#)

### CALCULATORS

- [inflation](#)
- [Location Quotient](#)
- [Injury And Illness](#)

### HELP

- [Help & Tutorials](#)
- [FAQs](#)
- [Glossary](#)
- [About BLS](#)
- [Contact Us](#)

### INFO

- [What's New](#)
- [Careers @ BLS](#)
- [Find it! DOL](#)
- [Join our Mailing Lists](#)
- [Linking & Copyright info](#)

### RESOURCES

- [Inspector General \(OIG\)](#)
- [Budget and Performance](#)
- [No Fear Act](#)
- [USA.gov](#)
- [Benefits.gov](#)
- [Disability.gov](#)

## Calculation of Interest Rate for RCAF

2014	
Sch. 210	Col. b.
L. 42	824,798
L. 44	7,466
-L. 22	5,803
<b>Tot. Interest</b>	<b>826,461</b>

Sch. 200	(close of year) Col b.	(beg. of year) Col c.	Avg.
L. 30	250,059	100,000	
L. 39	406,413	964,215	
L. 41	3,105,865	2,618,515	
L. 42	937,555	559,019	
L. 43	2,114,856	2,391,770	
L. 44	0	0	
L. 45	11,668,353	11,450,756	
L. 46	19,906	26,726	
<b>Tot. Debt</b>	<b>18,503,007</b>	<b>18,111,001</b>	<b>18,307,004.0</b>
			<b>4.51%</b>

Index (1980=100)

<b>57.5</b>
-------------

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

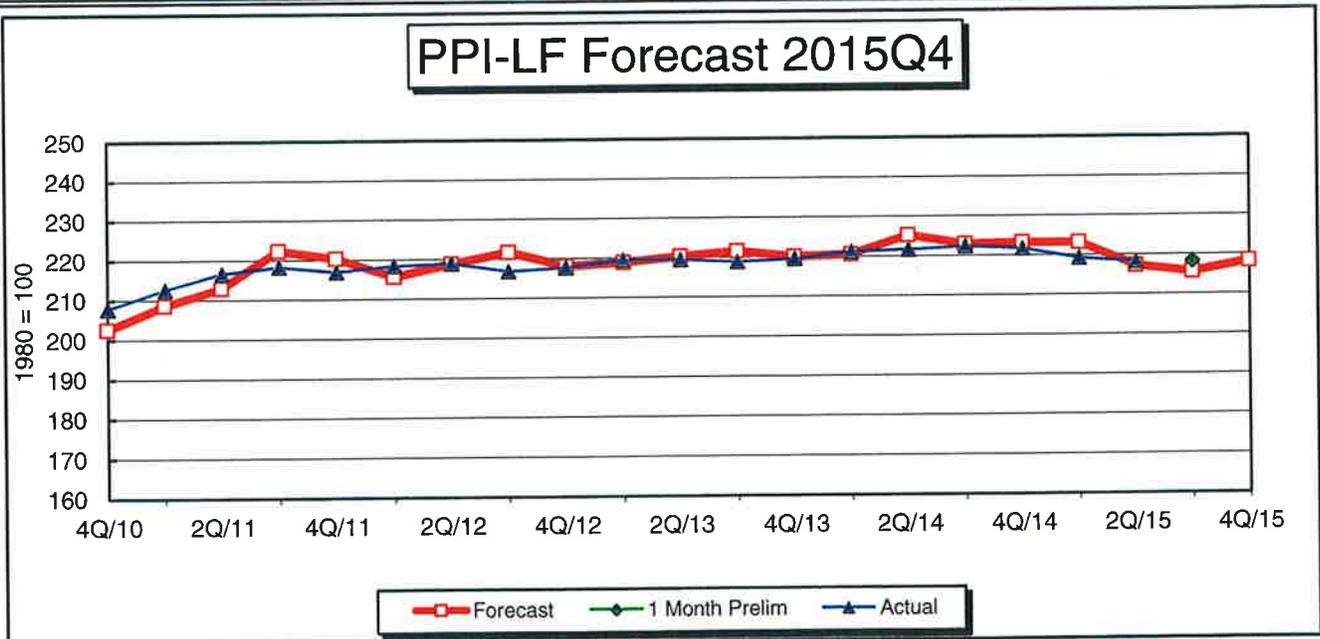
Sch. 200	Col b.	Col c.	
L. 26	56,047	40,480	
L. 34	975,151	1,016,289	
L. 36	4,459,060	4,230,627	
L. 37	6,110,818	5,461,765	
L. 38	1,477,000	1,519,719	
L. 39	207,142	207,142	
L. 40	393,362	279,509	
L. 41	(54,679)	(24,481)	
<b>Tot. Debt</b>	<b>13,623,901</b>	<b>12,731,050</b>	<b>7.85%</b>

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

	Forecast	Actual	1 Month Prelim
4Q/10	202.6	207.8	
1Q/11	208.6	212.6	
2Q/11	212.9	216.6	
3Q/11	222.3	218.2	
4Q/11	220.3	216.9	
1Q/12	215.6	218.3	
2Q/12	218.8	218.9	
3Q/12	221.6	216.8	
4Q/12	218.0	217.6	
1Q/13	218.8	219.5	
2Q/13	220.2	219.4	
3Q/13	221.4	218.8	
4Q/13	220.0	219.4	
1Q/14	220.5	221.2	
2Q/14	225.2	221.6	
3Q/14	222.9	222.3	
4Q/14	223.2	221.7	
1Q/15	223.1	219.2	
2Q/15	217.2	218.2	
3Q/15	215.6		218.3
4Q/15	218.2		

1980 Base

	PPI-LF Forecast		Percent Change			
	(82=100)	(80=100)	Yr Ago Actual	Latest Month Actual	2nd Prev Qtr Actual	Previous Forecast
2014Q4						
Low	190.6	213.7	-3.6%			
Midpoint	194.6	<b>218.2</b>	<b>-1.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.2%</b>
High	198.6	222.6	0.4%			



Forecast Pro Version 4.3 Standard Edition

1f\_ppi

Database I:\Indexes2\RCAF\2015Q4\7Other\FPIf\_ppi.xls is open and ready for use.

Expert data exploration of dependent variable PPILF

Length 72 Minimum 176.600 Maximum 198.400  
Mean 191.919 Standard deviation 6.145

Classical decomposition (multiplicative)  
Trend-cycle: 94.87% Seasonal: 1.26% Irregular: 3.87%

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

Exponential smoothing outperforms Box-Jenkins by 2.098 to 2.352 out-of-sample Mean Absolute Deviation. I tried 78 forecasts up to a maximum horizon 12.

Series is trended and seasonal.

Recommended model: Exponential Smoothing  
Forecast Model for PPILF  
Holt exponential smoothing: Linear trend, No seasonality

Component	Smoothing weight	Final Value
Level	1.00000	194.70
Trend	0.81058	-0.025875

Within-Sample Statistics

Sample size 72	Number of parameters 2
Mean 191.9	Standard deviation 6.145
R-square 0.9905	Adjusted R-square 0.9903
Durbin-watson 1.916	** Ljung-Box(18)=36.55 P=0.994
Forecast error 0.6037	BIC 0.6317
MAPE 0.002398	RMSE 0.5952
MAD 0.4595	

Forecast Report  
Mon Aug 17 09:10:44 2015  
Exponential Smoothing model for PPILF  
Analysis of Historic Fit Set

Date	Historic
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	183.100
2010-07	182.700
2010-08	183.100
2010-09	183.500

1f\_ppi

2010-10	184.600
2010-11	185.400
2010-12	186.300
2011-01	188.600
2011-02	190.200
2011-03	191.200
2011-04	193.000
2011-05	193.700
2011-06	193.900
2011-07	194.600
2011-08	194.500
2011-09	194.600
2011-10	193.900
2011-11	193.200
2011-12	192.700
2012-01	193.800
2012-02	194.700
2012-03	195.700
2012-04	195.800
2012-05	195.400
2012-06	193.700
2012-07	193.300
2012-08	193.300
2012-09	193.700
2012-10	193.900
2012-11	194.000
2012-12	194.200
2013-01	195.300
2013-02	196.100
2013-03	196.100
2013-04	195.900
2013-05	195.500
2013-06	195.400
2013-07	195.200
2013-08	195.300
2013-09	195.100
2013-10	195.400
2013-11	195.500
2013-12	195.900
2014-01	197.200
2014-02	197.600
2014-03	197.300
2014-04	197.700
2014-05	197.600
2014-06	197.700
2014-07	198.200
2014-08	198.400
2014-09	198.300
2014-10	198.200
2014-11	197.400
2014-12	196.700
2015-01	196.000
2015-02	195.400
2015-03	195.000
2015-04	194.500
2015-05	194.400
2015-06	194.800
2015-07	194.700

Forecasted values

Date 2.5 Lower Forecast 97.5 Upper  
Page 2

1f\_ppi

---

2015-08	193.436	194.674	195.912
2015-09	192.087	194.648	197.209
2015-10	191.219	194.622	198.026
2015-11	190.521	194.596	198.672
2015-12	189.920	194.571	199.222
2016-01	189.382	194.545	199.708
2016-02	188.890	194.519	200.148
2016-03	188.434	194.493	200.552
2016-04	188.007	194.467	200.927
2016-05	187.603	194.441	201.279
2016-06	187.219	194.415	201.611
2016-07	186.853	194.389	201.926



# Databases, Tables & Calculators by Subject

FONT SIZE:

**Change Output Options:**

From:  To:

include graphs  include annual averages

[More Formatting Options](#)

Data extracted on: August 17, 2015 (9:04:04 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:**

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	197.2	197.6	197.3	197.7	197.6	197.7	198.2	198.4	198.3	198.2	197.4	196.7
2015	196.0	195.4	195.0	194.5(P)	194.4(P)	194.8(P)	194.7(P)					

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

**TOOLS**

- [Areas at a Glance](#)
- [Industries at a Glance](#)
- [Economic Releases](#)
- [Databases & Tables](#)
- [Maps](#)

**CALCULATORS**

- [Inflation](#)
- [Location Quotient](#)
- [Injury And Illness](#)

**HELP**

- [Help & Tutorials](#)
- [FAQs](#)
- [Glossary](#)
- [About BLS](#)
- [Contact Us](#)

**INFO**

- [What's New](#)
- [Careers @ BLS](#)
- [Find It! DOL](#)
- [Join our Mailing Lists](#)
- [Linking & Copyright Info](#)

**RESOURCES**

- [Inspector General \(OIG\)](#)
- [Budget and Performance](#)
- [No Fear Act](#)
- [USA.gov](#)
- [Benefits.gov](#)
- [Disability.gov](#)

## Forecast Error Calculation

	2013 Weight	Second Quarter 2015		Difference		Notes			
		2015Q2 Forecast	2015Q2 Actual	Pt.	Pct.				
Labor	31.6%	402.8	402.8	0.0	0%	* actual=forecast			
Fuel	22.1%	251.6	221.9	-29.7	-12%	from 1st month of quarter			
M&S	4.9%	265.3	265.3	0.0	0%	* actual=forecast			
Equip Rents	5.4%	212.1	213.4	1.3	1%	from Equipment Rents below			
Depreciation	12.0%	222.1	220.4	-1.7	-1%	PPI-RE <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td>199.30</td><td>198.40</td><td>200.00</td></tr></table> 0.9040	199.30	198.40	200.00
199.30	198.40	200.00							
Interest	1.9%	70.6	70.6	0.0	0%	* actual=forecast			
Other	22.1%	217.2	218.2	1.0	0%	PPI-LF <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td>194.50</td><td>194.40</td><td>194.80</td></tr></table> 0.8920	194.50	194.40	194.80
194.50	194.40	194.80							
<b>Weighted Avg</b>	<b>100.0%</b>								
1980 = 100		283.3	276.9			calculated			
1980 = 100 (linked)		271.0	264.4			calculated			
4Q12r = 100	2.976	91.1	88.8			calculated			
4Q07 = 100	2.459	110.2	107.5			calculated			
4Q02 = 100	1.921	141.1	137.6			calculated			
4Q97 = 100	1.732	156.5	152.7			calculated			
4Q92 = 100	1.569	172.7	168.5			calculated			
<b>Forecast Error</b> →		<b>-2.3</b>				<b>calculated</b> -0.023 = RCAF adj.			
<b>Prior Quarter</b>									
1980 = 100		283.3	273.7 **						
1980 = 100 (linked)		271.0	261.3						
4Q12r = 100		91.1	87.8			calculated			
4Q07 = 100		110.2	106.3			calculated			
4Q02 = 100		141.1	136.0			calculated			
4Q97 = 100		156.5	150.9			calculated			
4Q92 = 100		172.7	166.5			calculated			
<b>Equipment Rents</b>									
Car Hire	52.8%	190.0	191.1			from Equipment Rents/CHARM			
Lease Rentals	47.2%	217.2	218.2			(equals PPI-LF from above)			
Weighted Average		202.8	203.9			calculated			
Linked		212.1	213.4			calculated			
<b>Prior Quarter</b>									
Weighted Average		203.8	203.1 **						
Linked		213.1	212.6						
Sum of Weights	ok					** if fourth quarter, weighted avg for prior needs to use new weights, linked is ok			
Sum of ER Wt.	ok								

### All-Inclusive Index (Actual)

	13 Wts	3Q/14 12 Wts	3Q/14 13 Wts	% Chg.	4Q/14 13 Wts	% Chg.	1Q/15 13 Wts	% Chg.	2Q/15 13 Wts	% Chg.	3Q/15 13 Wts	% Chg.
Labor	31.6%	395.4	395.4	0.0%	389.7	-1.4%	401.6	3.1%	402.8	0.3%		NA
Fuel	22.1%	366.4	366.4	0.0%	328.0	-10.5%	205.9	-37.2%	221.9	7.8%		NA
M&S	4.9%	271.2	271.2	0.0%	276.6	2.0%	274.9	-0.6%	265.3	-3.5%		NA
Equipment Rents	5.4%	212.7	212.7	0.0%	213.1	0.2%	212.6	-0.2%	213.4	0.4%	0.0	NA
Depreciation	12.0%	217.4	217.4	0.0%	219.5	1.0%	221.1	0.7%	220.4	-0.3%		NA
Interest	1.9%	76.6	76.6	0.0%	70.6	-7.8%	70.6	0.0%	70.6	0.0%	70.6	0.0%
Other	22.1%	222.3	222.3	0.0%	221.7	-0.3%	219.2	-1.1%	218.2	-0.5%		NA
	<b>1.0000</b>											
<b>Weighted Avg.</b>		<b>306.8</b>	<b>307.4</b>	<b>0.2%</b>	<b>297.4</b>	<b>-3.3%</b>	<b>273.7</b>	<b>-8.0%</b>	<b>276.9</b>	<b>1.2%</b>	<b>1.3</b>	<b>NA</b>
<b>Linked</b>		<b>293.4</b>			<b>283.9</b>	<b>-3.2%</b>	<b>261.3</b>	<b>-8.0%</b>	<b>264.4</b>	<b>1.2%</b>	<b>1.2</b>	<b>NA</b>
10/1/80	1.027	285.7			276.4	-3.3%	254.4	-8.0%	257.4	1.2%	1.2	NA
10/1/82	1.209	242.7			234.8	-3.3%	216.1	-8.0%	218.7	1.2%	1.0	NA
4Q/87	1.322	221.9			214.8	-3.2%	197.7	-8.0%	200.0	1.2%	0.9	NA
4Q/92	1.569	187.0			180.9	-3.3%	166.5	-8.0%	168.5	1.2%	0.8	NA
4Q/97	1.732	169.4			163.9	-3.2%	150.9	-7.9%	152.7	1.2%	0.7	NA
4Q/02	1.921	152.7			147.8	-3.2%	136.0	-8.0%	137.6	1.2%	0.6	NA
4Q/07	2.459	119.3			115.5	-3.2%	106.3	-8.0%	107.5	1.1%	0.5	NA
4Q/12	2.976	98.6			95.4	-3.2%	87.8	-8.0%	88.8	1.1%	0.4	NA
<b>Equipment Rents</b>												
Car Hire	52.8%	186.1	186.1	0.0%	187.4	0.7%	188.7	0.7%	191.1	1.3%		NA
Lease Rentals	47.2%	222.3	222.3	0.0%	221.7	-0.3%	219.2	-1.1%	218.2	-0.5%	0.0	NA
	1.0000											
ER Weighted Avg		204.9	203.2	-0.8%	203.6	0.2%	203.1	-0.2%	203.9	0.4%	0.0	NA
ER Linked		212.7			213.1	0.2%	212.6	-0.2%	213.4	0.4%	0.0	NA

Impact/Check of weight change	12 Wts	13 Wts
Labor	123.365	124.946
Fuel	81.707	80.974
Material & Supplies	13.289	13.289
Equipment Rents	11.911	11.486
Depreciation	25.871	26.088
Interest	1.532	1.455
Other	49.128	49.128
<b>Weighted Avg.</b>	<b>306.803</b>	<b>307.367</b>
ER Weighted Avg.	204.8516	203.1864

As info only

# RCAF Fuel (Actual All-Inclusive Index)

April 2015

## Monthly Report

	April 2015 Price (cents) (1)	1/1/81 Price (cents) (2)	1/91 New Method Linking Factors (3)	April 2015 Index 1/1/81=100 (4)	Linking Factor 1980=100 (5)	April 2015 1980=100 Current Index (6)
U.S.	181.57	89.34	99.415	202.05	1.096	221.44

(4) = (1) / (2) x (3)

(6) = (4) x (5)

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

	April 2015 1980=100 Current Index	Adjustment Factor	April 2015 1980=100 Linked Index
U.S.	221.44	1.00192	221.87 ←

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

**RCAF (Actual)**

	1980	Aug 3Q/14	Nov 4Q/14	Feb 1Q/15	May 2Q/15	Aug 3Q/15	
<b>RATE</b>							
RR-OWNED TIME	31.00	64.00	64.00	64.00	64.00	64.00	--
RR-OWNED MILEAGE	4.69	6.80	6.80	6.80	6.70	6.70	--
PRIVATELY-OWNED CARS	25.47	47.64	48.05	48.50	49.30	49.30	--
AUTORACKS	47.00	64.68	66.42	66.32	69.81	69.81	--
<b>INDEX</b>							
RR-OWNED TIME	100.0	206.5	206.5	206.5	206.5	206.5	--
RR-OWNED MILEAGE	100.0	145.0	145.0	145.0	142.9	142.9	--
PRIVATELY-OWNED CARS	100.0	187.1	188.7	190.4	193.6	193.6	--
AUTORACKS	100.0	137.6	141.3	141.1	148.5	148.5	--
CAR HIRE INDEX (old wts)	2012	100.0	186.1	--	--	--	--
CAR HIRE INDEX (new wts)	2013	100.0	186.5	187.8	189.1	191.5	--
CAR HIRE INDEX (LINKED)		100.0	186.1	187.4	188.7	191.1	--

Note: Indexes are rounded, rates are full float.

**Equipment Rents Data From CHARM**

	2014 (first day of month)						2015 (first day of month)							
	Jul	Aug	Sep*	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
<b>Railroad Equipment</b>														
No. of Cars (cars with rates only)														
Superstructures (Vehicular Flats)	8,041	8,021	8,010	7,981	7,988	7,979	7,973	7,960	7,958	7,951	7,944	7,900		
Rate (in cents)														
Superstructures #3 - Auto Rack	50.0	50.0	50.0	50.0	50.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0		
<b>All other #1 - Time</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>63.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>		
<b>All other #2 - Mileage</b>	<b>6.8</b>	<b>6.8</b>	<b>6.8</b>	<b>6.8</b>	<b>6.8</b>	<b>6.7</b>	<b>6.8</b>	<b>6.8</b>	<b>6.8</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>		
<b>Private Equipment</b>														
No. of Cars (cars with rates only)														
Superstructures (Vehicular Flats)	50,537	50,765	50,833	50,885	50,926	50,975	51,132	51,338	51,458	51,701	51,850	52,000		
Covered Hoppers	341,345	342,725	343,226	345,187	346,387	347,618	349,066	350,170	350,930	353,450	353,947	359,180		
Tank Cars	347,147	349,889	351,553	355,908	358,941	361,332	363,988	365,720	366,756	369,649	371,119	377,234		
Others	288,473	288,125	289,183	289,740	290,472	290,933	291,328	290,217	289,851	290,078	290,480	291,186		
Rate (in cents)														
Superstructures #1 - Time	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0		
Superstructures #2 - Mileage	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6		
Superstructures #3 - Auto Rack	66.0	67.0	68.0	68.0	69.0	69.0	68.0	69.0	71.0	72.0	73.0	75.0		
Covered Hoppers #2 - Mileage	44.2	44.2	44.2	44.3	44.3	44.1	44.2	44.4	44.5	44.6	44.6	44.6		
Tank Cars #2 - Mileage	74.3	74.5	74.6	75.2	75.3	75.3	75.5	75.8	76.9	77.0	77.6	77.9		
Others #1 - Time	74.0	74.0	74.0	74.0	73.0	73.0	73.0	74.0	74.0	74.0	74.0	74.0		
Others #2 - Mileage	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.6	7.6	7.6	7.6	7.6		
<b>AVERAGE RATES</b>														
Private Superstructures	20.40	20.40	20.40	20.40	20.40	20.40	20.40	20.40	20.40	20.40	20.40	20.40	0.00	0.00
Private Others	23.93	23.93	23.93	23.93	23.71	23.71	23.71	24.03	24.03	24.03	24.03	24.03	0.00	0.00
<b>Private Total</b>	<b>47.51</b>	<b>47.64</b>	<b>47.69</b>	<b>48.02</b>	<b>48.05</b>	<b>48.03</b>	<b>48.18</b>	<b>48.50</b>	<b>48.95</b>	<b>49.07</b>	<b>49.30</b>	<b>49.52</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
<b>Autoracks</b>	<b>63.80</b>	<b>64.68</b>	<b>65.55</b>	<b>65.56</b>	<b>66.42</b>	<b>66.29</b>	<b>65.44</b>	<b>66.32</b>	<b>68.05</b>	<b>68.93</b>	<b>69.81</b>	<b>71.57</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>

WEIGHTS	"Old Wts"	"New Wts"
	2012	2013
For RCAF & RCR		
RR-owned Time	0.148	0.148
RR-owned Mileage	0.071	0.072
Privately-owned Cars	0.764	0.772
Autoracks	0.017	0.008
----- Check sum	<b>1.000</b>	<b>1.000</b>

Weights for Equipment Rents (not used in Car Hire calculation)		
	2012	2013
Car Hire - U.S.	0.482	0.528
Lease Rentals - U.S.	0.518	0.472
----- Check sum	<b>1.000</b>	<b>1.000</b>

\* CHARM inputs for September are from the mid-August report since the September 1 report is not available at this time. This affects the forecast, but not the actual.

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.

## CHARM Process - Car Hire Rate Report

### Average Car Rental Rates for 05/2015

Ownership	Car Group	Car Count	Time Rate (cents/hour)	Mileage Rate (\$/mile)	Auto Rack Rate (cents/hour)
Railroad	Vehicular Flats	7,944	121	0.082	49
Railroad	Number of Zero-Rated Vehicular Flats	16	.	.	.
Railroad	All Other Cars	455,979	64	0.067	.
Railroad	Number of Zero-Rated Other Cars	19,032	.	.	.
Railroad	Total Railroad Equipment	482,971	.	.	.
		.	.	.	.
Private	Vehicular Flats	51,850	80	0.016	73
Private	Number of Zero-Rated Vehicular Flats	115	.	.	.
Private	Covered Hoppers	353,947	0	0.446	.
Private	Number of Zero-Rated Covered Hoppers	10,389	.	.	.
Private	Tanks	371,119	0	0.776	.
Private	Number of Zero-Rated Tanks	8,083	.	.	.
Private	All Other Cars	290,480	74	0.076	.
Private	Number of Zero-Rated Other Cars	28,044	.	.	.
Private	Total Private Equipment	1,114,027	.	.	.

Notes
This report excludes these car types: D (Locomotives), M (MoW, EOTs, etc.), U (Containers), Z (Trailers).
All TTX equipment (including ABOX, RBOX, GONX) is contained in the Private section of report.
Equipment can be zero rated due to owners supplying incorrect or insufficient information to the car accounting process.
Zero-rated equipment includes those with Umler Rate_Indicator of 6 and 0 (zero).
Zero-rated equipment is excluded from the averages shown in this report.
Equipment must be Active in Umler to be included in this report; Pre-registered and Inactive cars are excluded.

# RCAF - Depreciation

Series ID : wpu144

Not Seasonally Adjusted

Group : Transportation equipment

Item : Railroad equipment

## Forecast Year 2015

As reported at end of month 82=100

		Nov.	Feb.	May	Aug.
<b>For Forecast</b>	→	15Q1	15Q2	15Q3	15Q4
<b>For Actual</b>	→	<b>14Q3</b>	<b>14Q4</b>	<b>15Q1</b>	<b>15Q2</b>
January	2014	196.0	196.0	196.0	196.0
February	2014	197.4	197.4	197.4	197.4
March	2014	196.8	196.8	196.8	196.8
April	2014	196.2	196.2	196.2	196.2
May	2014	196.7	196.7	196.7	196.7
June	2014	196.8	196.8	196.8	196.8
July	2014	<b>196.4</b>	197.8	197.8	197.8
August	2014	<b>196.2</b>	197.9	197.9	197.9
September	2014	<b>197.0</b>	198.3	198.3	198.3
October	2014	196.8	<b>196.8</b>	199.3	199.3
November	2014		<b>196.9</b>	199.9	199.9
December	2014		<b>201.4</b>	199.5	199.5
January	2015		199.7	<b>199.7</b>	200.8
February	2015			<b>200.7</b>	200.5
March	2015			<b>199.3</b>	199.5
April	2015			199.3	<b>199.3</b>
May	2015				<b>198.4</b>
June	2015				<b>200.0</b>
July	2015				201.6
Actual Qtr.		196.5	198.4	199.9	199.2

1980=100

Actual Qtr.	217.4	219.5	221.1	<b>220.4</b>
First Mo. next qtr.	217.7	220.9	220.5	<b>223.0</b>

0.904 =1980



## Databases, Tables & Calculators by Subject

FONT SIZE:

Change Output Options:

From:  To:

include graphs  include annual averages

[More Formatting Options](#)

Data extracted on: August 17, 2015 (8:51:17 AM)

### Producer Price Index-Commodities

**Series Id:** WPU144  
 Not Seasonally Adjusted  
**Group:** Transportation equipment  
**Item:** Railroad equipment  
**Base Date:** 198200

Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	196.0	197.4	196.8	196.2	196.7	196.8	197.8	197.9	198.3	199.3	199.9	199.5
2015	200.8	200.5	199.5	199.3(P)	198.4(P)	200.0(P)	201.6(P)					

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

#### TOOLS

- [Areas at a Glance](#)
- [industries at a Glance](#)
- [Economic Releases](#)
- [Databases & Tables](#)
- [Maps](#)

#### CALCULATORS

- [inflation](#)
- [Location Quotient](#)
- [Injury And Illness](#)

#### HELP

- [Help & Tutorials](#)
- [FAQs](#)
- [Glossary](#)
- [About BLS](#)
- [Contact Us](#)

#### INFO

- [What's New](#)
- [Careers @ BLS](#)
- [Find It! DOL](#)
- [Join our Mailing Lists](#)
- [Linking & Copyright Info](#)

#### RESOURCES

- [Inspector General \(OIG\)](#)
- [Budget and Performance](#)
- [No Fear Act](#)
- [USA.gov](#)
- [Benefits.gov](#)
- [Disability.gov](#)

# RCAF - Other

Series ID : wpu03t15m05

Not Seasonally Adjusted

Group : Industrial Commodities less fuels

Item : Industrial commodities less fuels

## Forecast Year 2014

As reported at end of month 82=100

		Nov.	Feb.	May	Aug.
<b>For Forecast</b> →		15Q1	15Q2	15Q3	15Q4
<b>For Actual</b> →		<b>14Q3</b>	<b>14Q4</b>	<b>15Q1</b>	<b>15Q2</b>
January	2014	197.2	197.2	197.2	197.2
February	2014	197.6	197.6	197.6	197.6
March	2014	197.3	197.3	197.3	197.3
April	2014	197.7	197.7	197.7	197.7
May	2014	197.6	197.6	197.6	197.6
June	2014	197.7	197.7	197.7	197.7
July	2014	<b>198.0</b>	198.2	198.2	198.2
August	2014	<b>198.3</b>	198.4	198.4	198.4
September	2014	<b>198.5</b>	198.3	198.3	198.3
October	2014	198.5	<b>198.5</b>	198.2	198.2
November	2014		<b>197.8</b>	197.4	197.4
December	2014		<b>197.2</b>	196.7	196.7
January	2015		196.1	<b>196.1</b>	196.0
February	2015			<b>195.3</b>	195.4
March	2015			<b>195.1</b>	195.0
April	2015			194.5	<b>194.5</b>
May	2015				<b>194.4</b>
June	2015				<b>194.8</b>
July	2015				194.7
Actual Qtr.		<b>198.3</b>	<b>197.8</b>	<b>195.5</b>	<b>194.6</b>

1980=100

Actual Qtr.	222.3	221.7	219.2	<b>218.2</b>
First Mo. next qtr.	222.5	219.8	218.0	<b>218.3</b>

0.892 =1980



# Databases, Tables & Calculators by Subject

FONT SIZE:

Change Output Options:

From:  To:  **GO**

include graphs  include annual averages

[More Formatting Options](#)

Data extracted on: August 17, 2015 (9:04:04 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: [XB](#) [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	197.2	197.6	197.3	197.7	197.6	197.7	198.2	198.4	198.3	198.2	197.4	196.7
2015	196.0	195.4	195.0	194.5(P)	194.4(P)	194.8(P)	194.7(P)					

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

### TOOLS

- [Areas at a Glance](#)
- [Industries at a Glance](#)
- [Economic Releases](#)
- [Databases & Tables](#)
- [Maps](#)

### CALCULATORS

- [Inflation](#)
- [Location Quotient](#)
- [Injury And Illness](#)

### HELP

- [Help & Tutorials](#)
- [FAQs](#)
- [Glossary](#)
- [About BLS](#)
- [Contact Us](#)

### INFO

- [What's New](#)
- [Careers @ BLS](#)
- [Find It! DOL](#)
- [Join our Mailing Lists](#)
- [Linking & Copyright Info](#)

### RESOURCES

- [Inspector General \(OIG\)](#)
- [Budget and Performance](#)
- [No Fear Act](#)
- [USA.gov](#)
- [Benefits.gov](#)
- [Disability.gov](#)

[Freedom of Information Act](#) | [Privacy & Security Statement](#) | [Disclaimers](#) | [Customer Survey](#) | [Important Web Site Notices](#)

U.S. Bureau of Labor Statistics | Postal Square Building, 2 Massachusetts Avenue, NE Washington, DC 20212-0001  
[www.bls.gov](http://www.bls.gov) | Telephone: 1-202-691-5200 | TDD: 1-800-877-8339 | [Contact Us](#)

## AAR 2014 Final Wage Statistics July 21, 2015 U.S.

Union	Employees	Straight Time		PFTNW	Union Lump
	Paid	Hours	Comp.	Comp.	Sums
UTU	42,575	76,222,050	2,104,646,486	848,189,717	40,863,312
TCU	6,218	11,093,531	324,392,097	47,528,497	13,616,374
BLET	28,501	56,993,391	1,900,783,775	645,820,630	124,281,697
SMW	1,043	1,876,348	54,161,372	7,559,621	60,031
BRS	7,975	15,235,140	453,692,895	103,293,344	887,927
BMWE	25,249	45,245,775	1,212,144,585	225,963,415	2,677,881
TCU-CAR	9,773	17,876,139	514,256,551	75,923,016	977,193
NCFO	2,534	4,592,562	109,507,260	14,057,744	153,411
IAM	7,149	12,981,041	378,769,080	58,592,719	368,916
IBBM	1,340	2,389,506	64,597,442	8,635,655	25,872
IBEW	5,792	10,557,677	310,999,623	49,706,737	681,512
ATDA	2,512	4,374,590	183,381,373	27,625,367	5,243,278
UTU-YMD	2,036	2,743,044	136,725,903	26,706,970	2,340,413
OTHER	27,946	59,689,413	2,931,119,200	74,949,544	
Total	170,643	321,870,207	\$10,679,177,642	\$2,214,552,976	\$192,177,817
ST Comp less Union Lump Sums			\$10,486,999,825		

### Checks

OK Match	OK Match	OK Match	OK Match
Total including non-union			\$739,433,463

**RCAF Weights**

	<b>U.S.</b>	<b>East</b>	<b>West</b>	<b>2014</b>	<b>2013</b>	<b>Amt Chg</b>	<b>2012</b>	<b>2011</b>	<b>2010</b>
Labor	\$17,370,705	\$6,833,345	\$10,537,360	31.7%	31.6%	0.1%	31.2%	31.3%	33.3%
Fuel	11,453,046	3,299,366	8,153,680	20.9%	22.1%	-1.2%	22.3%	22.5%	18.0%
Mat & Sup.	2,831,968	1,114,343	1,717,625	5.2%	4.9%	0.3%	4.9%	5.1%	5.0%
Equip. Rents	2,951,716	816,811	2,134,905	5.4%	5.4%	0.0%	5.6%	5.6%	6.2%
Depreciation	6,892,864	2,368,353	4,524,511	12.6%	12.0%	0.6%	11.9%	11.6%	12.8%
Interest	824,757	547,301	277,456	1.5%	1.9%	-0.4%	2.0%	2.5%	2.9%
Other	12,421,354	5,716,799	6,704,555	22.7%	22.1%	0.6%	22.1%	21.4%	21.8%
<b>Total</b>	<b>\$54,746,410</b>	<b>\$20,696,318</b>	<b>\$34,050,092</b>	<b>100.0%</b>	<b>100.0%</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Check

410 620f	53,921,653	key this cell only
Interest	824,757	
Total	54,746,410	
	ok	

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

[No forcing necessary for 2014]

<b>Other</b>	<b>U.S.</b>	<b>East</b>	<b>West</b>	<b>2014</b>	<b>2013</b>	<b>Amt Chg.</b>
Purch Service	\$8,344,501	\$3,593,189	\$4,751,312	15.2%	15.2%	0.0%
Taxes	1,193,848	406,728	787,120	2.2%	2.2%	0.0%
Cas & Insuran	625,552	309,825	315,727	1.1%	1.0%	0.2%
Loss & Dam	79,018	35,572	43,446	0.1%	0.2%	-0.1%
Gen & Admn	2,178,435	1,371,485	806,950	4.0%	3.5%	0.5%
<b>Total</b>	<b>\$12,421,354</b>	<b>\$5,716,799</b>	<b>\$6,704,555</b>	<b>22.7%</b>	<b>22.1%</b>	<b>0.6%</b>

## RCAF Internal Weights

	U.S.	U.S. 2014	U.S. 2013	Amt Diff
<b>Labor</b>				
Wages	12,530,437	72.1%	70.1%	2.0%
Wage Supplem	4,840,268	27.9%	29.9%	-2.0%
<b>Total</b>	<b>17,370,705</b>	<b>100.0%</b>	<b>100.0%</b>	
	ok			

<b>Equip. Rents</b>				
Car Hire	1,668,396	56.5%	52.8%	3.7%
Lease Rents	1,283,320	43.5%	47.2%	-3.7%
<b>Total</b>	<b>2,951,716</b>	<b>100.0%</b>	<b>100.0%</b>	
Check	ok			

<b>Car Hire</b>				
RR Time excl Autork	254,196	15.6%	14.8%	0.8%
RR Mileage excl Auto	97,898	6.0%	7.2%	-1.2%
Private excl Autorack	1,237,893	75.8%	77.2%	-1.4%
Autorack	42,576	2.6%	0.8%	1.8%
<b>Total</b>	<b>1,632,563</b>	<b>100.0%</b>	<b>100.0%</b>	
from Sch. 414	ok			

<b>Car Hire, Adjusted to eliminate negative numbers</b>				
RR Time excl Autork	254,196	15.6%	14.8%	0.8%
RR Mileage excl Auto	97,898	6.0%	7.2%	-1.2%
Private excl Autorack	1,237,893	75.8%	77.2%	-1.4%
Autorack	42,576	2.6%	0.8%	1.8%
<b>Total</b>	<b>1,632,563</b>	<b>100.0%</b>	<b>100.0%</b>	

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 Benchmark for U.S.

**Inputs:**

RRB Earnings Distribution Year	2013	RR Retirement Tier I Maximum Taxable Earnings for 2014	\$117,000
Wage Statistics Year	2014	RR Retirement Tier II Maximum Taxable Earnings for 2014	\$87,000
Employees Receiving Pay	170,643 ✓	Medicare Maximum Taxable Earnings for 2014	no limit
		Tier I Employer Tax Rate for 2014	6.20%
		Tier II Employer Tax Rate for 2014	12.60%
		Medicare Employer Tax Rate for 2014	1.45%

(Info Only)

USA	Taxable Rate	Update Factor	RR Ret. Tax Paid	Hourly Rate
2013	\$36.760 ✓			
2014	\$38.866 ✓	1.05729	\$656,729,112	\$7.982

Hourly rate from Suppl2014

Railroad Retirement and Medicare Benchmark for U.S.

From 2013 RRB Earnings Distribution			Quarterly Average for Benchmark Year 2014 (using updated 2013 Earnings Distribution with data for 2014)									
Earnings Groups	Avg Annual Earnings	% of Total Employees	Employees Receivg. Pay	Avg. Annual Earnings	Avg. Qtrly. Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)			
									Tier I	Tier II	Medicare	
\$0 - 41,699	\$31,800	3.629	6,193	\$33,622	\$8,405	8,405	\$8,405	\$8,405	\$52,051,940	\$52,051,940	\$52,051,940	
41,700 - 43,699	\$42,715	0.812	1,386	\$45,162	11,291	11,291	11,291	11,291	15,644,413	15,644,413	15,644,413	
43,700 - 45,699	\$44,553	1.098	1,874	\$47,105	11,776	11,776	11,776	11,776	22,064,908	22,064,908	22,064,908	
45,700 - 47,699	\$46,627	1.051	1,793	\$49,298	12,325	12,325	12,325	12,325	22,103,600	22,103,600	22,103,600	
47,700 - 49,699	\$48,596	1.480	2,526	\$51,380	12,845	12,845	12,845	12,845	32,440,315	32,440,315	32,440,315	
49,700 - 51,699	\$50,799	2.245	3,831	\$53,709	13,427	13,427	13,427	13,427	51,439,216	51,439,216	51,439,216	
51,700 - 53,699	\$52,706	3.104	5,297	\$55,726	13,931	13,931	13,931	13,931	73,791,205	73,791,205	73,791,205	
53,700 - 55,699	\$54,809	4.011	6,844	\$59,949	14,487	14,487	14,487	14,487	99,157,911	99,157,911	99,157,911	
55,700 - 57,699	\$56,637	4.632	7,904	\$59,882	14,970	14,970	14,970	14,970	118,329,116	118,329,116	118,329,116	
57,700 - 59,699	\$58,768	4.250	7,252	\$62,135	15,534	15,534	15,534	15,534	112,655,570	112,655,570	112,655,570	
59,700 - 61,699	\$60,663	4.155	7,090	\$64,138	16,035	16,035	16,035	16,035	113,688,816	113,688,816	113,688,816	
61,700 - 63,699	\$62,700	3.438	5,867	\$66,292	16,573	16,573	16,573	16,573	97,229,095	97,229,095	97,229,095	
63,700 - 65,699	\$64,623	3.582	6,112	\$68,325	17,081	17,081	17,081	17,081	104,408,421	104,408,421	104,408,421	
65,700 - 67,699	\$66,649	3.820	6,519	\$70,467	17,617	17,617	17,617	17,617	114,836,469	114,836,469	114,836,469	
67,700 - 69,699	\$68,748	3.343	5,705	\$72,687	18,172	18,172	18,172	18,172	103,661,926	103,661,926	103,661,926	
69,700 - 71,699	\$70,905	3.200	5,461	\$74,967	18,742	18,742	18,742	18,742	102,341,003	102,341,003	102,341,003	
71,700 - 73,699	\$72,646	2.627	4,483	\$76,808	19,202	19,202	19,202	19,202	86,078,484	86,078,484	86,078,484	
73,700 - 75,699	\$74,686	3.964	6,764	\$78,965	19,741	19,741	19,741	19,741	133,535,174	133,535,174	133,535,174	
75,700 - 77,699	\$76,740	2.913	4,971	\$81,136	20,284	20,284	20,284	20,284	100,828,919	100,828,919	100,828,919	
77,700 - 79,699	\$78,583	2.674	4,563	\$83,085	20,771	20,771	20,771	20,771	94,779,156	94,779,156	94,779,156	
79,700 - 81,699	\$80,678	3.247	5,541	\$85,300	21,325	21,325	21,325	21,325	118,157,214	118,157,214	118,157,214	
81,700 - 83,699	\$82,692	3.009	5,135	\$87,429	21,857	21,857	21,750	21,857	112,229,884	111,678,591	112,229,884	
83,700 - 85,699	\$84,718	3.104	5,297	\$89,572	22,393	22,393	21,750	22,393	118,609,708	115,204,502	118,609,708	
85,700 - 87,699	\$86,756	2.292	3,911	\$91,726	22,932	22,932	21,750	22,932	89,688,542	85,067,242	89,688,542	
87,700 - 89,699	\$88,824	2.627	4,483	\$93,913	23,478	23,478	21,750	23,478	105,247,849	97,500,718	105,247,849	
89,700 - 91,699	\$90,651	2.149	3,667	\$95,844	23,961	23,961	21,750	23,961	87,868,223	79,759,818	87,868,223	
91,700 - 93,699	\$92,600	2.388	4,075	\$97,905	24,476	24,476	21,750	24,476	99,739,719	88,630,268	99,739,719	
93,700 - 95,699	\$94,575	1.671	2,851	\$99,993	24,998	24,998	21,750	24,998	71,281,303	62,018,919	71,281,303	
95,700 - 97,699	\$96,641	2.292	3,911	\$102,178	25,544	25,544	21,750	25,544	99,907,676	85,067,242	99,907,676	
97,700 - 99,699	\$98,671	1.051	1,793	\$104,324	26,081	26,081	21,750	26,081	46,775,138	39,007,710	46,775,138	
99,700 - 101,699	\$100,588	1.576	2,689	\$106,351	26,588	26,588	21,750	26,588	71,503,157	58,493,008	71,503,157	
101,700 - 103,699	\$102,760	1.289	2,200	\$108,647	27,162	27,162	21,750	27,162	59,744,763	47,841,045	59,744,763	
103,700 - 105,699	\$104,717	1.194	2,037	\$110,716	27,679	27,679	21,750	27,679	56,395,487	44,315,134	56,395,487	
105,700 - 107,699	\$106,640	1.385	2,363	\$112,749	28,187	28,187	21,750	28,187	66,618,176	51,404,071	66,618,176	
107,700 - 109,699	\$108,933	1.003	1,712	\$115,174	28,793	28,793	21,750	28,793	49,281,422	37,226,197	49,281,422	
109,700 - 111,699	\$110,682	1.003	1,712	\$117,023	29,256	29,256	21,750	29,256	50,062,817	37,226,197	50,072,671	
111,700 - 113,699	\$112,960	0.907	1,548	\$119,432	29,858	29,250	21,750	29,858	45,271,161	33,663,171	46,212,004	
113,700 - 115,699	\$114,491	0.860	1,468	\$121,050	30,263	29,250	21,750	30,263	42,925,247	31,918,773	44,411,212	
\$115,700 - over	\$173,469	6.925	11,817	\$183,407	45,852	29,250	21,750	45,852	345,648,062	257,020,354	541,831,791	
<b>TOTAL</b>		<b>100.000</b>	<b>170,643</b>						<b>Total Taxable Earn'gs.</b>	<b>\$3,388,021,204</b>	<b>\$3,132,265,829</b>	<b>\$3,586,641,596</b>
									<b>Employer Tax Rate</b>	<b>6.20%</b>	<b>12.60%</b>	<b>1.45%</b>
									<b>Employer Payment</b>	<b>\$210,057,315</b>	<b>\$394,665,494</b>	<b>\$52,006,303</b>
									<b>Total Tier I &amp; II &amp; Medicare</b>			<b>\$656,729,112</b>

## RRB 2013 EARNINGS DATA

Annual Salary Range	Number of Employees	Gross Salary	Average Salary (Group)	Group Employment % Total Employment	Cumulative Employees	Cumulative Salary	Average Salary (Cumulative)	Cumulative % Total Employment
\$ 0 TO \$41,699	76	\$2,416,788	\$31,800	3.629	76	\$2,416,788	\$31,800	3.629
\$41,700 TO \$43,699	17	\$726,156	\$42,715	0.812	93	\$3,142,944	\$33,795	4.441
\$43,700 TO \$45,699	23	\$1,024,728	\$44,553	1.098	116	\$4,167,672	\$35,928	5.540
\$45,700 TO \$47,699	22	\$1,025,803	\$46,627	1.051	138	\$5,193,475	\$37,634	6.590
\$47,700 TO \$49,699	31	\$1,506,479	\$48,596	1.480	169	\$6,699,954	\$39,645	8.071
\$49,700 TO \$51,699	47	\$2,387,571	\$50,799	2.245	216	\$9,087,525	\$42,072	10.315
\$51,700 TO \$53,699	65	\$3,425,881	\$52,706	3.104	281	\$12,513,406	\$44,532	13.419
\$53,700 TO \$55,699	84	\$4,603,974	\$54,809	4.011	365	\$17,117,380	\$46,897	17.431
\$55,700 TO \$57,699	97	\$5,493,771	\$56,637	4.632	462	\$22,611,151	\$48,942	22.063
\$57,700 TO \$59,699	89	\$5,230,377	\$58,768	4.250	551	\$27,841,528	\$50,529	26.313
\$59,700 TO \$61,699	87	\$5,277,664	\$60,663	4.155	638	\$33,119,192	\$51,911	30.468
\$61,700 TO \$63,699	72	\$4,514,413	\$62,700	3.438	710	\$37,633,605	\$53,005	33.906
\$63,700 TO \$65,699	75	\$4,846,744	\$64,623	3.582	785	\$42,480,349	\$54,115	37.488
\$65,700 TO \$67,699	80	\$5,331,880	\$66,649	3.820	865	\$47,812,229	\$55,274	41.309
\$67,700 TO \$69,699	70	\$4,812,368	\$68,748	3.343	935	\$52,624,597	\$56,283	44.651
\$69,700 TO \$71,699	67	\$4,750,609	\$70,905	3.200	1,002	\$57,375,206	\$57,261	47.851
\$71,700 TO \$73,699	55	\$3,995,510	\$72,646	2.627	1,057	\$61,370,716	\$58,061	50.478
\$73,700 TO \$75,699	83	\$6,198,911	\$74,686	3.964	1,140	\$67,569,627	\$59,272	54.441
\$75,700 TO \$77,699	61	\$4,681,120	\$76,740	2.913	1,201	\$72,250,747	\$60,159	57.354
\$77,700 TO \$79,699	56	\$4,400,650	\$78,583	2.674	1,257	\$76,651,397	\$60,980	60.029
\$79,700 TO \$81,699	68	\$5,486,092	\$80,678	3.247	1,325	\$82,137,489	\$61,991	63.276
\$81,700 TO \$83,699	63	\$5,209,581	\$82,692	3.009	1,388	\$87,347,070	\$62,930	66.285
\$83,700 TO \$85,699	65	\$5,506,672	\$84,718	3.104	1,453	\$92,853,742	\$63,905	69.389
\$85,700 TO \$87,699	48	\$4,164,287	\$86,756	2.292	1,501	\$97,018,029	\$64,636	71.681
\$87,700 TO \$89,699	55	\$4,885,320	\$88,824	2.627	1,556	\$101,903,349	\$65,491	74.308
\$89,700 TO \$91,699	45	\$4,079,317	\$90,651	2.149	1,601	\$105,982,666	\$66,198	76.457
\$91,700 TO \$93,699	50	\$4,629,991	\$92,600	2.388	1,651	\$110,612,657	\$66,997	78.844
\$93,700 TO \$95,699	35	\$3,310,137	\$94,575	1.671	1,686	\$113,922,794	\$67,570	80.516
\$95,700 TO \$97,699	48	\$4,638,749	\$96,641	2.292	1,734	\$118,561,543	\$68,375	82.808
\$97,700 TO \$99,699	22	\$2,170,762	\$98,671	1.051	1,756	\$120,732,305	\$68,754	83.859
\$99,700 TO \$101,699	33	\$3,319,417	\$100,588	1.576	1,789	\$124,051,722	\$69,341	85.435
\$101,700 TO \$103,699	27	\$2,774,516	\$102,760	1.289	1,816	\$126,826,238	\$69,838	86.724

## RRB 2013 EARNINGS DATA

Annual Salary Range	Number of Employees	Gross Salary	Average Salary (Group)	Group Employment % Total Employment	Cumulative Employees	Cumulative Salary	Average Salary (Cumulative)	Cumulative % Total Employment
\$103,700 TO \$105,699	25	\$2,617,933	\$104717	1.194	1,841	\$129,444,171	\$70,312	87.918
\$105,700 TO \$107,699	29	\$3,092,549	\$106640	1.385	1,870	\$132,536,720	\$70,875	89.303
\$107,700 TO \$109,699	21	\$2,287,603	\$108933	1.003	1,891	\$134,824,323	\$71,298	90.306
\$109,700 TO \$111,699	21	\$2,324,332	\$110682	1.003	1,912	\$137,148,655	\$71,730	91.309
\$111,700 TO \$113,699	19	\$2,146,245	\$112960	0.907	1,931	\$139,294,900	\$72,136	92.216
\$113,700 TO \$115,699	18	\$2,060,842	\$114491	0.860	1,949	\$141,355,742	\$72,527	93.075
\$115,700 AND OVER	145	\$25,152,978	\$173469	6.925	2,094	\$166,508,720	\$79,517	100.000
TOTAL	2,094	\$166,508,720	\$79,517	100.000	2,094	\$166,508,720	\$79,517	100.000

## 2014 RR Retirement Benchmarking

<i>From "Wage Statistics"</i>	U.S.
2014 ST Comp. Incl. Lump Sums	\$10,679,177,642
2014 PFTNW	<u>\$2,214,552,976</u>
<b>TOTAL</b>	<b>\$12,893,730,618</b>
Pre Tax Emp H&W Cost Sharing	<u>\$383,841,256</u>
ST Hours Paid For	321,870,207
ST Hourly Rate	\$33.179
PFTNW Hourly Rate	\$6.880
ST + PFTNW Hourly Rate	<b>\$40.059</b>
Pre-Tax Contributions	(\$1.193)
Taxable Rate	<b>\$38.866</b>

Figures are from Wage Statistics, Year 2014, and WF Form.

The hourly rate is used both in Railroad Retirement and Unemployment Insurance.

Pre-Tax Employee H&W Cost Sharing is from the railroads in the new WF.

## 2013 RR Retirement Benchmarking

<i>From "Wage Statistics"</i>	U.S.
2013 ST Comp. Incl. Lump Sums	\$9,867,604,896
2013 PFTNW	<u>\$2,057,942,858</u>
<b>TOTAL</b>	<b>\$11,925,547,754</b>
Pre Tax Emp H&W Cost Sharing	<u>\$374,600,691</u>
ST Hours Paid For	314,226,409
ST Hourly Rate	\$31.403
PFTNW Hourly Rate	\$6.549
ST + PFTNW Hourly Rate	<b>\$37.952</b>
Pre-Tax Contributions	(\$1.192)
Taxable Rate	<b>\$36.760</b>

Figures are from Wage Statistics, Year 2013, and WF Form.

The hourly rate is used both in Railroad Retirement and Unemployment Insurance.

Pre-Tax Employee H&W Cost Sharing is from the railroads in the new WF.

## Restated Hourly Rate to New Wage Rate Benchmark

U.S.	STHR + PFTNW = Wages		Lump Sums	Back Pay	Other	Adjusted Wages	Pre-Tax Wages	Taxable Wages	
1Q/15	\$33.887 ✓	\$7.118 ✓	\$41.005	\$0.309 ✓	\$0.092 ✓	\$0.133 ✓	\$41.539	\$1.194 ✓	\$40.345
2Q/15	\$33.914 ✓	\$7.124 ✓	\$41.038	\$0.397 ✓	\$0.147 ✓	\$0.133 ✓	\$41.715	\$1.194 ✓	\$40.521
3Q/15	\$33.927 ✓	\$7.126 ✓	\$41.053	\$0.395 ✓	\$0.092 ✓	\$0.157 ✓	\$41.697	\$1.194 ✓	\$40.503

1Q, 2Q & 3Q STHR & PFTNW (adjustments included) are from the SUMMARY\_restated.xlsx in the Labor Restatement folder.

Adjustments are the same ones that went into the filings but restated to use new Wage Statistics.

See RCAFlumpsum\_restated.xlsx, RCAFbackpay\_restated.xlsx, BNSFProfitSharing\_restated.xlsx, and TaxableRate\_restated.xlsx.

The Taxable Wages (hourly rate) is used both in Railroad Retirement and Unemployment Insurance.