

**For the Pre-“85” Employee  
And  
For the Post-“85” Employee**

The following charts on Trip Rates, are what we are going to get paid on the district named.

There will be comparison charts for the membership to compare what they make now with what they will make under the Trip Rates before the Raise kicks in. The comparisons are based on a one to one basis, (what you make now and what you would make under the same exact conditions if you were working under the Trip Rate now). There are charts for the Pre-“85” employee and the Post-“85” employee. There are comparison pages are for both sets of employees study if they so desire.

There is also a cover page for each District covered under the Trip Rates, showing how to figure the 2.5% raise that we will get as of July 1, 2003 on top of the Trip Rate.

There are some items that are frozen, (raises and COLA’s do not apply to these items,) and there will be a “F-” behind the listed code designating it as a frozen item. These items are to be added up and subtracted from the Trip Rate.

The remaining figure is to be multiplied by the 2.5% raise due July 1, 2003, giving the amount of raise we are due.

Then we are to add the adjusted Trip Rate, plus the amount of the raise and add in the frozen amount that we deducted from the Trip Rate to get the new Trip Rate that will now be in effect after July 1, 2003.

Douglas R. Gordon

## NEEDLES TO WINSLOW

Needles to Winslow	Primary Trip Rate before the raise	<b>\$377.97</b>
	Minus the frozen items	
	FT	.01
	09	.38
	IT	.19
	14	.23
	17	2.07
	26	.03
	41	<u>3.66</u>
	TOTAL OF \$	<b>6.57</b>

\$377.97  
- 6.57 (frozen)  
371.40

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Plus the 2.5% raise **\$ 9.29**

\$371.40  
x 2.5%  
185700  
74280  
\$9.28500 = \$9.29

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\$377.97  
- 6.57 (frozen)  
371.40  
+ 9.29 (raise)  
380.69  
+ 6.57 (frozen)  
\$387.26

**The new Trip Rate with the 2.5% raise added in is \$387.26**

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# “NEEDLES TO WINSLOW INTERDIVISIONAL RUN-THROUGH”

THRU-FREIGHT CONDUCTOR WAGES BY CREW CORRIDOR      10:37 Friday  
 JANUARY 1, 2001 - DECEMBER 31, 2001 DATA

EXPENSES SHOWN DO NOT INCLUDE PAYROLL ADDITIVES OR  
 PAYMENTS FOR ITEMS NOT ASSOCIATED WITH ACTUAL WORK PERFORMED,  
 EQ. VACATION PAY, JURY DUTY, ETC.  
 WAGES HAVE BEEN ADJUSTED TO REFLECT 2ND HALF 2002 DOLLARS

PAY CODE	POOL		PAY CATEGORY		
	WINNE	TRIP RATE ELEMENTS			
			BEF85 TOTAL PAY	BEF85 STARTS	BEF85 COST PER START
CS CAR SCALE ADDITIVE	\$333,015.68	17,624	\$18.90	16,888	19.72
FT F- FINAL TERNAINAL SWITCHING	\$139.75	17,624	\$0.008	8	\$17.47
IT F- INITIAL TERMINAL SWITCHING	\$3,298.83	17,624	\$0.187	136	\$24.26
REGULAR PAY	\$6011510.80	17,624	\$341.098	16,894	\$355.84
YA YARD RUNAROUND (NON-FROZEN)	\$23,853.42	17,624	\$1.353	210	\$113.59
09 F-MEAL DIRT PAY,RUNTHRU SVC ONLY	\$6,736.50	17,624	\$0.382	4,491	\$1.50
14 F- FINAL TERMINAL DELAY	\$4,032.16	17,624	\$0.229	491	\$8.21
17 F- INITIAL TERMINAL DELAY	\$36,481.46	17,624	\$2.070	4,191	\$8.70
26 F- INTERNED STN SWITCHNG ROAD SVC	\$448.69	17,624	\$0.025	28	\$16.02
41 F- \$5.00 LATE MEAL ALLOWANCE	\$64,505.00	17,624	\$3.660	12,901	\$5.00
44 DEADHEADING (SEPARATE FROM SVC)	\$177,505.22	17,624	\$10.072	730	\$243.16
<b>WINNE TRIP RATE ELEMENTS</b>	<b>\$6,661,527.51</b>		<b>\$377.97</b>		
<b>WINNE                      REGULAR PAY ELEMENTS</b>					
AO CALL AND RELEASE, AFTER ON DUTY	\$0.00	17,624	\$0.60	0	0
BL F-DEPART TERM IMPROPERLY BLOCKE	\$54.40	17,624	\$0.00	2	\$27.20
HO RANGING ONTO SIDE OF	\$148.07	17,624	\$0.01	5	\$29.61
IA CONDUCTOR INSTRUCTING TRAINEE	\$104845.65	17,624	\$0.62	586	\$18.51
IN CONDUCTOR ONLY MISHANDLING	\$17,352.83	17,624	\$0.98	52	\$333.71
LP LAP BACK	\$313.75	17,624	\$0.02	5	\$62.75
SD LAPMCKS OR SIDE TRIPS	\$183.86	17,624	\$0.01	2	\$91.93
SO F- DEPT TERM IMPROPERLY BLOCKED	\$707.44	17,624	\$0.04	25	\$28.30
07 2 MEAL ALLOWANCES	\$81,679.94	17,624	\$4.63	6,491	\$12.58
13 F- AIR PAY ALLOWANCE	\$1,617.00	17,624	\$0.09	245	\$6.60
18 F- CABOOSE POOLING ALLOWANCE	\$76.35	17,624	\$0.00	5	\$15.27
20 2 MEALS AND 1 LODGING ALLOWANCE	\$4,617.73	17,624	\$0.26	159	\$29.04
25 1 MEAL ALLOWANCE	\$13,040.90	17,624	\$0.74	2,073	\$6.29
30 HELD AWAY FROM HONE TERMINAL	\$134,709.88	17,624	\$7.64	2,795	\$48.20
34 F- PLACING OR REMOVING ETD/ETM	\$6,928.08	17,624	\$0.39	563	\$12.31
53 F- DBL HILL DUE TO EXCESS TONAGE	\$8,770.96	17,624	\$0.50	354	\$24.78
55 TIE UP UNDR FED HR OF SVC LAW	\$98.18	17,624	\$0.01	7	\$14.03
56 F- \$ AMOUNT ALLOWED DTW WIN&NE	\$332,343.56	17,624	\$18.86	16,802	\$19.78
57 F- TRADING TRAINS BTWN WIN & NED	\$59,531.31	17,624	\$3.38	3,852	\$15.45
66 F- MORE THAN 1 CLASS OF ROAD SVC	\$86.72	17,624	\$0.00	2	\$43.36
68 F- CONSTRUCTIVE MILEAGE	\$14.74	17,624	\$0.00	1	\$14.74
<b>WINNE      REGULAR PAY ELEMENTS</b>	<b>\$673,121.35</b>		<b>\$38.10</b>		
<b>WINNE</b>	<b>\$7334648.86</b>		<b>\$416.17</b>		

*Please refer to the attached chart put out by the UTU Union, for the Coast Lines, above.*

**“PRE-1985 EMPLOYEES”**

**IN EFFECT “NOW”, FOR THE PRE-1985 EMPLOYEE WORKING NEEDLES TO WINSLOW**

The following instances are just the bare Working Trips, from Needles to Winslow and from Winslow to Needles. With CA Codes CS, 09, 41 & 56 included, I have not added in any additional CA Codes that now apply.

	<b>ITEM (A-1)</b>		<b>ITEM (A-2)</b>		
<b>Working Trip Needles to Winslow</b> <i>(For Needles Crews at Needles)</i>	Base Pay	\$357.19	Base Pay	\$357.19	
	Code 56	19.78	Code 56	19.78	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 41	5.00		Code 09	1.50
		<u>          </u>		<u>          </u>	<b>\$398.20</b>
	<b>\$401.70</b>				

	<b>ITEM (A-3)</b>		<b>ITEM (A-4)</b>		
<b>Working Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$357.19	Base Pay	\$357.19	
	Code 56	19.78	Code 56	19.78	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 25	6.00		Code 07	12.00
	Code 41	5.00		Code 09	1.50
	<u>          </u>		<u>          </u>	<b>\$410.20</b>	
	<b>\$407.70</b>				

	<b>ITEM (A-5)</b>		<b>ITEM (A-6)</b>		
<b>Working Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$357.19	Base Pay	\$357.19	
	Code 56	19.78	Code 56	19.78	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 07	12.00		Code 25	6.00
	Code 41	5.00		Code 09	1.50
	<u>          </u>		<u>          </u>	<b>\$404.20</b>	
	<b>\$413.70</b>				

	<b>ITEM (B-1)</b>		<b>ITEM (B-2)</b>		
<b>Working Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$354.69	Base Pay	\$354.69	
	Code 56	19.78	Code 56	19.78	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 25	6.00		Code 07	12.00
	Code 41	5.00		Code 09	1.50
	<u>          </u>		<u>          </u>	<b>\$407.70</b>	
	<b>\$405.20</b>				

	<b>ITEM (B-3)</b>		<b>ITEM (B-4)</b>		
<b>Working Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$354.69	Base Pay	\$354.69	
	Code 56	19.78	Code 56	19.78	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 25	6.00		Code 07	12.00
	Code 09	1.50		Code 41	5.00
	<u>          </u>		<u>          </u>	<b>\$411.20</b>	
	<b>\$401.70</b>				

	<b>ITEM (B-5)</b>		<b>ITEM (B-6)</b>	
<b>Working Trip Winslow to Needles</b> <i>(For Winslow Crews at Winslow)</i>	Base Pay	\$354.69	Base Pay	\$354.69
	Code 56	19.78	Code 56	19.78
	Code CS	19.73	Code CS	19.73
	Code 09	1.50	Code 41	5.00
		<u>\$395.70</u>		<u>\$399.20</u>
		<b>OR</b>		
	<b>ITEM (C-1)</b>		<b>ITEM (C-2)</b>	
<b>Deadheading Trip Needles to Winslow</b> <i>(For Needles Crews at Needles)</i>	Base Pay	\$234.33	Base Pay	\$234.33
	Code 41	5.00	Code 09	1.50
		<u>\$239.33</u>		<u>\$235.83</u>
		<b>OR</b>		
	<b>ITEM (C-3)</b>		<b>ITEM (C-4)</b>	
<b>Deadheading Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$234.33	Base Pay	\$234.33
	Code 25	6.00	Code 07	12.00
	Code 41	5.00	Code 09	1.50
		<u>\$245.33</u>		<u>\$247.83</u>
		<b>OR</b>		
	<b>ITEM (C-5)</b>		<b>ITEM (C-6)</b>	
<b>Deadheading Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$234.33	Base Pay	\$234.33
	Code 07	12.00	Code 25	6.00
	Code 41	5.00	Code 09	1.50
		<u>\$251.33</u>		<u>\$241.83</u>
		<b>OR</b>		
	<b>ITEM (D-1)</b>		<b>ITEM (D-2)</b>	
<b>Deadheading Trip Winslow to Needles</b> <i>(For Winslow Crews at Winslow)</i>	Base Pay	\$235.33	Base Pay	\$235.33
	Code 09	1.50	Code 41	5.00
		<u>\$236.83</u>		<u>\$240.33</u>
		<b>OR</b>		
	<b>ITEM (D-3)</b>		<b>ITEM (D-4)</b>	
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$235.33	Base Pay	\$235.33
	Code 25	6.00	Code 07	12.00
	Code 41	5.00	Code 09	1.50
		<u>\$246.33</u>		<u>\$248.83</u>
		<b>OR</b>		
	<b>ITEM (D-5)</b>		<b>ITEM (D-6)</b>	
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$235.33	Base Pay	\$235.33
	Code 25	6.00	Code 07	12.00
	Code 09	1.50	Code 41	5.00
		<u>\$242.83</u>		<u>\$252.33</u>
		<b>OR</b>		

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**“PRE-1985 EMPLOYEES”**

**THE FOLLOWING FIGURES ARE THE TRIP RATES THAT WILL GO INTO EFFECT  
JULY 1, 2003.**

**Included in the Trip Rates below are Regular Pay, CA Codes FT, IT, YA, CS, 09, 14, 17, 26, 41 & 44.**

<b>Regular Pay</b>	<b>FT = Final Terminal Switching</b>
<b>IT = Initial Terminal Switching</b>	<b>YA = Yard Runaround (Non-frozen)</b>
<b>CS = Car Scale Additive</b>	<b>09 = Meal en-route pay run-through SVC Only</b>
<b>14 = Final Terminal Delay</b>	<b>17 = Initial Terminal Delay</b>
<b>26 = Intermediate Station Switching Road Ser.</b>	<b>41 = 2 Meals en-route pay run-through</b>
<b>44 = Deadheading (Separate From SVC)</b>	

The following trips are figured only with CA Codes 07, 25 & 56 which are not figured into the Trip Rates Formulae at this time. There well could be other CA Codes that would apply, however I'm trying to keep this as simple as possible.

	<b>ITEM (E-1)</b>		<b>ITEM (E-2)</b>
<b>Working Trip Needles to Winslow</b> <i>(For Needles Crews at Needles)</i>	Base Pay      \$377.97 <u>Code 56          19.78</u> <b>\$397.75</b>	<b>OR</b>	Base Pay      \$377.97 <u>Code 56          19.78</u> <b>\$397.75</b>
	<b>ITEM (E-3)</b>		<b>ITEM (E-4)</b>
<b>Working Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay      \$377.97 Code 56          19.78 <u>Code 25           6.00</u> <b>\$403.75</b>	<b>OR</b>	Base Pay      \$377.97 Code 56          19.78 <u>Code 07           12.00</u> <b>\$409.75</b>
	<b>ITEM (E-5)</b>		<b>ITEM (E-6)</b>
<b>Working Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay      \$377.97 Code 56          19.78 <u>Code 25           6.00</u> <b>\$403.75</b>	<b>OR</b>	Base Pay      \$377.97 Code 56          19.78 <u>Code 07           12.00</u> <b>\$409.75</b>
	<b>ITEM (F-1)</b>		<b>ITEM (F-2)</b>
<b>Working Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay      \$377.97 Code 25          6.00 <u>Code 56          19.78</u> <b>\$403.75</b>	<b>OR</b>	Base Pay      \$377.97 Code 07          12.00 <u>Code 56          19.78</u> <b>\$409.75</b>
	<b>ITEM (F-3)</b>		<b>ITEM (F-4)</b>
<b>Working Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay      \$377.97 Code 25          6.00 <u>Code 56          19.78</u>	<b>OR</b>	Base Pay      \$377.97 Code 07          12.00 <u>Code 56          19.78</u>

		<b>\$403.75</b>			<b>\$409.75</b>
		<b>ITEM (F-5)</b>			<b>ITEM (F-6)</b>
<b>Working Trip Winslow to Needles</b> <i>(For Winslow Crews at Winslow)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
	Code 56	19.78		Code 56	19.78
		<u>\$397.75</u>			<u>\$397.75</u>
		<b>ITEM (G-1)</b>			<b>ITEM (G-2)</b>
<b>Deadheading Trip Needles to Winslow</b> <i>(For Needles Crews at Needles)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
		<b>ITEM (G-3)</b>			<b>ITEM (G-4)</b>
<b>Deadheading Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
	Code 25	6.00		Code 07	12.00
		<u>\$383.97</u>			<u>\$389.97</u>
		<b>ITEM (G-5)</b>			<b>ITEM (G-6)</b>
<b>Deadheading Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
	Code 07	12.00		Code 25	6.00
		<u>\$389.97</u>			<u>\$383.97</u>
		<b>ITEM (H-1)</b>			<b>ITEM (H-2)</b>
<b>Deadheading Trip Winslow to Needles</b> <i>(For Winslow Crews at Winslow)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
		<b>ITEM (H-3)</b>			<b>ITEM (H-4)</b>
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
	Code 25	6.00		Code 07	12.00
		<u>\$383.97</u>			<u>\$389.97</u>
		<b>ITEM (H-5)</b>			<b>ITEM (H-6)</b>
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$377.97	<b>OR</b>	Base Pay	\$377.97
	Code 25	6.00		Code 07	12.00
		<u>\$383.97</u>			<u>\$389.97</u>

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### COMPARISONS BETWEEN NOW AND JULY 1, 2003

	Now	Item	July 1, 2003	Item	Difference Gain or Loss
<b>Working Needles to Winslow</b>					
From (A-1) and (E-1) (Ndls.)	\$401.70	(A-1)	\$397.75	(E-1) Loss	\$ 3.95

From (A-2) and (E-2) (Ndls.)	\$398.20	(A-2)	\$397.75	(E-2)	<b>Loss \$ .45</b>
From (A-3) and (E-3) (Win.)	\$407.70	(A-3)	\$403.75	(E-3)	<b>Loss \$ 3.95</b>
From (A-4) and (E-4) (Win.)	\$410.20	(A-4)	\$409.75	(E-4)	<b>Loss \$ .45</b>
From (A-5) and (E-5) (Win.)	\$413.70	(A-5)	\$403.75	(E-5)	<b>Loss \$ 9.95</b>
From (A-6) and (E-6) (Win.)	\$404.20	(A-6)	\$409.75	(E-6)	<b>Gain \$ 5.55</b>

### Working Winslow to Needles

From (B-1) and (F-1) (Ndls.)	\$405.20	(B-1)	\$403.75	(F-1)	<b>Loss \$ 1.45</b>
From (B-2) and (F-2) (Ndls.)	\$407.70	(B-2)	\$409.75	(F-2)	<b>Gain \$ 2.05</b>
From (B-3) and (F-3) (Ndls.)	\$401.70	(B-3)	\$403.75	(F-3)	<b>Gain \$ 2.05</b>
From (B-4) and (F-4) (Ndls.)	\$411.20	(B-4)	\$409.75	(F-4)	<b>Loss \$ 1.45</b>
From (B-5) and (F-5) (Win.)	\$395.70	(B-5)	\$397.75	(F-5)	<b>Gain \$ 2.05</b>
From (B-6) and (F-6) (Win.)	\$399.20	(B-6)	\$397.75	(F-6)	<b>Loss \$ 1.45</b>

### Deadheading Needles to Winslow

From (C-1) and (G-1) (Ndls.)	\$239.33	(C-1)	\$377.97	(G-1)	<b>Gain \$138.64</b>
From (C-2) and (G-2) (Ndls.)	\$235.83	(C-2)	\$377.97	(G-2)	<b>Gain \$142.14</b>
From (C-3) and (G-3) (Win.)	\$245.33	(C-3)	\$383.97	(G-3)	<b>Gain \$138.64</b>
From (C-4) and (G-4) (Win.)	\$237.83	(C-4)	\$389.97	(G-4)	<b>Gain \$152.14</b>
From (C-5) and (G-5) (Win.)	\$251.33	(C-5)	\$389.97	(G-5)	<b>Gain \$138.64</b>
From (C-6) and (G-6) (Win.)	\$241.83	(C-6)	\$383.97	(G-6)	<b>Gain \$129.25</b>

### Deadheading Winslow to Needles

From (D-1) and (H-1) (Win.)	\$236.83	(D-1)	\$377.97	(H-1)	<b>Gain \$141.14</b>
From (D-2) and (H-2) (Win.)	\$240.33	(D-2)	\$377.97	(H-2)	<b>Gain \$137.64</b>
From (D-3) and (H-3) (Ndls.)	\$246.33	(D-3)	\$383.97	(H-3)	<b>Gain \$137.64</b>
From (D-4) and (H-4) (Ndls.)	\$248.83	(D-4)	\$389.97	(H-4)	<b>Gain \$141.14</b>
From (D-5) and (H-5) (Ndls.)	\$242.83	(D-5)	\$383.97	(H-5)	<b>Gain \$141.14</b>
From (D-6) and (H-6) (Ndls.)	\$252.33	(D-6)	\$389.97	(H-6)	<b>Gain \$137.64</b>

## “POST-1985 EMPLOYEES”

### IN EFFECT “NOW”, FOR THE POST-1985 EMPLOYEE WORKING NEEDLES TO WINSLOW

The following instances are just the bare Working Trips, from Needles to Winslow and from Winslow to Needles. With CA Codes CS, 09 & 41 included, I have not added in any additional CA Codes that now apply.

	ITEM (A-1)		ITEM (A-2)		
<b>Working Trip Needles to Winslow</b> <i>(For Needles Crews at Needles)</i>	Base Pay	\$357.19	Base Pay	\$357.19	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 41	5.00		Code 09	1.50
		<u>\$381.92</u>			<u>\$378.42</u>
	ITEM (A-3)		ITEM (A-4)		
<b>Working Trip Needles to Winslow</b> <i>(For Winslow Crews at Needles)</i>	Base Pay	\$357.19	Base Pay	\$357.19	
	Code CS	19.73	<b>OR</b>	Code CS	19.73
	Code 25	6.00		Code 07	12.00
	Code 41	5.00		Code 09	1.50

**\$387.92**

**\$390.42**

**ITEM (A-5)**

**ITEM (A-6)**

**Working Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*

Base Pay	\$357.19
Code CS	19.73
Code 25	6.00
Code 41	5.00
<hr/>	
	<b>\$387.92</b>

**OR**

Base Pay	\$357.19
Code CS	19.73
Code 07	12.00
Code 09	1.50
<hr/>	
	<b>\$390.42</b>

**ITEM (B-1)**

**ITEM (B-2)**

**Working Trip Winslow to Needles**  
*(For Needles Crews at Winslow)*

Base Pay	\$354.69
Code CS	19.73
Code 25	6.00
Code 41	5.00
<hr/>	
	<b>\$385.42</b>

**OR**

Base Pay	\$354.69
Code CS	19.73
Code 07	12.00
Code 09	1.50
<hr/>	
	<b>\$387.92</b>

**ITEM (B-3)**

**ITEM (B-4)**

**Working Trip Winslow to Needles**  
*(For Needles Crews at Winslow)*

Base Pay	\$354.69
Code CS	19.73
Code 25	6.00
Code 09	1.50
<hr/>	
	<b>\$381.92</b>

**OR**

Base Pay	\$354.69
Code CS	19.73
Code 07	12.00
Code 41	5.00
<hr/>	
	<b>\$391.42</b>

**ITEM (B-5)**

**ITEM (B-6)**

**Working Trip Winslow to Needles**  
*(For Winslow Crews at Winslow)*

Base Pay	\$354.69
Code CS	19.73
Code 09	1.50
<hr/>	
	<b>\$375.92</b>

**OR**

Base Pay	\$354.69
Code CS	19.73
Code 41	5.00
<hr/>	
	<b>\$379.42</b>

**ITEM (C-1)**

**ITEM (C-2)**

**Deadheading Trip Needles to Winslow**  
*(For Needles Crews at Needles)*  
(4 Hours figured at 16.3/4 M.P.H. =  
65 miles X \$117.92 = \$76.64)

Base Pay	\$ 76.64
Code 41	5.00
<hr/>	
	<b>\$ 81.64</b>

Base Pay	\$ 76.64
Code 09	1.50
<hr/>	
	<b>\$ 78.14</b>

**ITEM (C-3)**

**ITEM (C-4)**

**Deadheading Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*  
(4 Hours figured at 16.3/4 M.P.H. =  
65 miles X \$117.92 = \$76.64)

Base Pay	\$ 76.64
Code 25	6.00
Code 41	5.00
<hr/>	
	<b>\$ 87.64</b>

Base Pay	\$ 76.64
Code 07	12.00
Code 09	1.50
<hr/>	
	<b>\$ 90.14</b>

**ITEM (C-5)**

**ITEM (C-6)**

**Deadheading Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*  
(4 Hours figured at 16.3/4 M.P.H. =  
65 miles X \$117.92 = \$76.64)

Base Pay	\$ 76.64
Code 25	6.00
Code 09	1.50
<hr/>	
	<b>\$ 84.14</b>

Base Pay	\$ 76.64
Code 07	12.00
Code 41	5.00
<hr/>	
	<b>\$ 93.64</b>

	ITEM (D-1)	ITEM (D-2)		
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i> (4 Hours figured at 16.3/4 M.P.H. = 65 miles X \$117.92 = \$76.64)	Base Pay	\$ 76.64	Base Pay	\$ 76.64
	Code 25	6.00	Code 07	12.00
	Code 41	5.00	Code 09	1.50
		\$ 87.64		\$ 90.14

	ITEM (D-3)	ITEM (D-4)		
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i> (4 Hours figured at 16.3/4 M.P.H. = 65 miles X \$117.92 = \$76.64)	Base Pay	\$ 76.64	Base Pay	\$ 76.64
	Code 25	6.00	Code 07	12.00
	Code 09	1.50	Code 41	5.00
		\$ 84.14		\$ 93.64

	ITEM (D-5)	ITEM (D-6)		
<b>Deadheading Trip Winslow to Needles</b> <i>(For Winslow Crews at Winslow)</i> (4 Hours figured at 16.3/4 M.P.H. = 65 miles X \$117.92 = \$76.64)	Base Pay	\$ 76.64	Base Pay	\$ 76.64
	Code 09	1.50	Code 41	5.00
		\$ 78.14		\$ 81.64

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### “POST-1985 EMPLOYEES”

**THE FOLLOWING FIGURES ARE THE TRIP RATES THAT WILL GO INTO EFFECT  
JULY 1, 2003.**

**Included in the Trip Rates below are Regular Pay, CA Codes FT, IT, YA, CS, 09, 14, 17, 26, 41 &  
44.**

<b>Regular Pay</b>	<b>FT = Final Terminal Switching</b>
<b>IT = Initial Terminal Switching</b>	<b>YA = Yard Runaround (Non-frozen)</b>
<b>CS = Car Scale Additive</b>	<b>09 = Meal en-route pay run-through SVC Only</b>
<b>14 = Final Terminal Delay</b>	<b>17 = Initial Terminal Delay</b>
<b>26 = Intermediate Station Switching Road Ser.</b>	<b>41 = 2 Meals en-route pay run-through</b>
<b>44 = Deadheading (Separate From SVC)</b>	

The following trips are figured only with CA Codes 07 & 25 which are not figured into the Trip Rates Formulae at this time. There well could be other CA Codes that would apply, however I'm trying to keep this as simple as possible

	ITEM (E-1)	ITEM (E-2)		
<b>Working Trip Needles to Winslow</b> <i>(For Needles Crews at Needles)</i>	Base Pay	\$377.97	Base Pay	\$377.97

**ITEM (E-3)****ITEM (E-4)****Working Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*Base Pay \$377.97  
Code 25 6.00  
                      
**\$383.97**Base Pay \$377.97  
Code 07 12.00  
                      
**\$389.97****ITEM (E-5)****ITEM (E-6)****Working Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*Base Pay \$377.97  
Code 25 6.00  
                      
**\$383.97**Base Pay \$377.97  
Code 07 12.00  
                      
**\$389.97****ITEM (F-1)****ITEM (F-2)****Working Trip Winslow to Needles**  
*(For Needles Crews at Winslow)*Base Pay \$377.97  
Code 25 6.00  
                      
**\$383.97**Base Pay \$377.97  
Code 07 12.00  
                      
**\$389.97****ITEM (F-3)****ITEM (F-4)****Working Trip Winslow to Needles**  
*(For Needles Crews at Winslow)*Base Pay \$377.97  
Code 25 6.00  
                      
**\$383.97**Base Pay \$377.97  
Code 07 12.00  
                      
**\$389.97****ITEM (F-5)****ITEM (F-6)****Working Trip Winslow to Needles**  
*(For Winslow Crews at Winslow)*Base Pay **\$377.97**Base Pay **\$377.97****ITEM (G-1)****ITEM (G-2)****Deadheading Trip Needles to Winslow**  
*(For Needles Crews at Needles)*Base Pay **\$377.97**Base Pay **\$377.97****ITEM (G-3)****ITEM (G-4)****Deadheading Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*Base Pay \$377.97  
Code 25 6.00  
                      
**\$383.97**Base Pay \$377.97  
Code 07 12.00  
                      
**\$389.97****ITEM (G-5)****ITEM (G-6)****Deadheading Trip Needles to Winslow**  
*(For Winslow Crews at Needles)*Base Pay \$377.97  
Code 25 6.00  
                      
**\$383.97**Base Pay \$377.97  
Code 07 12.00  
                      
**\$389.97****ITEM (H-1)****ITEM (H-2)****Deadheading Trip Winslow to Needles**  
*(For Needles Crews at Winslow)*Base Pay \$377.97  
Code 25 6.00  
                    Base Pay \$377.97  
Code 07 12.00

		<b>\$383.97</b>		<b>\$389.97</b>
		<b>ITEM (H-3)</b>		<b>ITEM (H-4)</b>
<b>Deadheading Trip Winslow to Needles</b> <i>(For Needles Crews at Winslow)</i>	Base Pay	\$377.97	Base Pay	\$377.97
	Code 25	6.00	Code 07	12.00
		<b>\$383.97</b>		<b>\$389.97</b>

		<b>ITEM (H-5)</b>		<b>ITEM (H-6)</b>
<b>Deadheading Trip Winslow to Needles</b> <i>(For Winslow Crews at Winslow)</i>	Base Pay	<b>\$377.97</b>	Base Pay	<b>\$377.97</b>

## COMPARRISONS BETWEEN NOW AND JULY 1, 2003

	Now	Item	July 1, 2003	Item	Difference Gain or Loss
<b>Working Needles to Winslow</b>					
From (A-1) and (E-1) (Ndls.)	\$381.92	(A-1)	\$377.97	(E-1)	<b>Loss \$ 3.95</b>
From (A-2) and (E-2) (Ndls.)	\$378.42	(A-2)	\$377.97	(E-2)	<b>Loss \$ .45</b>
From (A-3) and (E-3) (Win.)	\$387.92	(A-3)	\$383.97	(E-3)	<b>Loss \$ 3.95</b>
From (A-4) and (E-4) (Win.)	\$390.42	(A-4)	\$389.97	(E-4)	<b>Loss \$ .45</b>
From (A-5) and (E-5) (Win.)	\$387.92	(A-5)	\$384.81	(E-5)	<b>Loss \$ 3.11</b>
From (A-6) and (E-6) (Win.)	\$390.42	(A-6)	\$390.81	(E-6)	<b>Gain \$ 0.39</b>
<b>Working Winslow to Needles</b>					
From (B-1) and (F-1) (Ndls.)	\$385.42	(B-1)	\$383.97	(F-1)	<b>Loss \$ 1.45</b>
From (B-2) and (F-2) (Ndls.)	\$387.92	(B-2)	\$389.97	(F-2)	<b>Gain \$ 2.05</b>
From (B-3) and (F-3) (Ndls.)	\$381.92	(B-3)	\$383.97	(F-3)	<b>Gain \$ 2.05</b>
From (B-4) and (F-4) (Ndls.)	\$391.42	(B-4)	\$389.97	(F-4)	<b>Loss \$ 1.45</b>
From (B-3) and (F-5) (Win.)	\$375.92	(B-5)	\$377.97	(F-5)	<b>Gain \$ 2.05</b>
From (B-4) and (F-6) (Win.)	\$379.42	(B-6)	\$377.97	(F-6)	<b>Loss \$ 1.45</b>
<b>Deadheading Needles to Winslow</b>					
From (C-1) and (G-1) (Ndls.)	\$ 81.64	(C-1)	\$377.97	(G-1)	<b>Gain \$296.33</b>
From (C-2) and (G-2) (Ndls.)	\$ 78.14	(C-2)	\$377.97	(G-2)	<b>Gain \$299.83</b>
From (C-3) and (G-3) (Win.)	\$ 87.64	(C-3)	\$383.97	(G-3)	<b>Gain \$296.33</b>
From (C-4) and (G-4) (Win.)	\$ 90.14	(C-4)	\$389.97	(G-4)	<b>Gain \$299.83</b>
From (C-5) and (G-5) (Win.)	\$ 84.14	(C-5)	\$383.97	(G-5)	<b>Gain \$299.83</b>
From (C-6) and (G-6) (Win.)	\$ 93.64	(C-6)	\$389.97	(G-6)	<b>Gain \$296.33</b>
<b>Deadheading Winslow to Needles</b>					
From (D-1) and (H-1) (Ndls.)	\$ 87.64	(D-1)	\$383.97	(H-1)	<b>Gain \$296.33</b>
From (D-2) and (H-2) (Ndls.)	\$ 90.14	(D-2)	\$389.97	(H-2)	<b>Gain \$299.83</b>
From (D-3) and (H-3) (Ndls.)	\$ 84.14	(D-3)	\$383.97	(H-3)	<b>Gain \$299.83</b>
From (D-4) and (H-4) (Ndls.)	\$ 93.64	(D-4)	\$389.97	(H-4)	<b>Gain \$296.33</b>
From (D-5) and (H-5) (Win.)	\$ 78.14	(D-5)	\$377.97	(H-5)	<b>Gain \$299.83</b>
From (D-6) and (H-6) (Win.)	\$ 81.64	(D-6)	\$377.97	(H-6)	<b>Gain \$296.33</b>

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Douglas R. Gordon, Editor

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The following charts on Trip Rates are what we are going to get paid on the districts named.

There will be comparison charts for the membership to compare what they make now with what they will make under the Trip Rates before the Raise kicks in. The comparisons are based on a one to one basis, (what you make now and what you would make under the same exact conditions if you were working under the Trip Rate now). There are charts for the Pre-“85” employee and the Post-“85” employee. There are comparison pages are for both sets of employees study if they so desire.

There is also a cover page for each District covered under the Trip Rates, showing how to figure the 2.5% raise that we will get as of July 1, 2003 on top of the Trip Rate.

There are some items that are frozen, (raises and COLA’s do not apply to these items,) and there will be a “F-” behind the listed code designating it as a frozen item. These items are to be added up and subtracted from the Trip Rate.

The remaining figure is to be multiplied by the 2.5% raise due July 1, 2003, giving the amount of raise we are due.

Then we are to add the adjusted Trip Rate, plus the amount of the raise and add in the frozen amount that we deducted from the Trip Rate to get the new Trip Rate that will now be in effect after July 1, 2003.

Douglas R. Gordon, Editor