

Selected National and Railroad Data

Year or month	Index of Industrial Production ¹ (2012 = 100)	Consumer Price Index ² (1982-84 = 100)		Index of Leading Economic Indicators (2016 = 100)	U.S. Civilian Labor Force (millions)		Railroad Labor Force (thousands)			Benefit Payments (\$ millions) ⁵		U.S. Rail Total Traffic ⁸ (thousands)	Railroad Payrolls (\$ billions)			
		CPI-W	CPI-U		Employed	Unemployed	Employed		Unemployed	RRA			Total	Creditable ⁹		
							Number ³	Percent Change ⁴		RRA	RUIA ^{6,7}			Tier I	Tier II	RUIA
2007	104.4	202.767	207.342	98.9	146.0	7.1	237	0.4	3	9,845	73	28,980	16.8	15.62	14.43	3.58
2008	100.8	211.053	215.303	87.8	145.4	8.9	235	-0.8	3	10,104	81	28,341	17.9	16.20	15.00	3.69
2009	89.2	209.630	214.537	75.7	139.9	14.3	223	-5.1	10	10,661	189	23,689	16.2	15.34	14.28	3.60
2010	94.1	213.967	218.056	81.3	139.1	14.8	221	-0.9	6	10,807	135	26,109	16.3	15.44	14.39	3.55
2011	97.1	221.575	224.939	85.4	139.9	13.7	229	3.6	3	10,990	95	27,052	17.9	16.57	15.26	3.70
2012	100.0	226.229	229.594	87.3	142.5	12.5	234	2.2	3	11,439	91	26,953	19.5	17.35	16.08	3.88
2013	102.0	229.324	232.957	89.8	143.9	11.5	237	1.3	3	11,693	90	27,441	18.7	17.77	16.48	3.99
2014	105.2	232.771	236.736	94.8	146.3	9.6	242	2.1	2	11,975	83	28,687	20.7	19.22	17.68	4.18
2015	104.1	231.810	237.017	98.8	148.8	8.3	247	2.1	3	12,231	93	27,977	21.4	19.99	18.37	4.30
2016	102.1	234.076	240.007	100.0	151.4	7.8	231	-6.5	5	12,385	137	26,588	19.5	18.31	16.92	4.00
2017	103.7	239.051	245.120	104.1	153.3	7.0	223	-3.5	3	12,501	98	27,123				
2017-January	102.5	236.854	242.839	101.8	150.5	8.1	224	-4.7	5	1,041	13					
February	102.2	237.477	243.603	102.1	151.6	7.9	225	-3.0	5	1,040	10					
March	102.7	237.656	243.801	102.6	152.6	7.3	225	-3.0	4	1,041	12	6,620				
April	103.7	238.432	244.524	102.8	153.3	6.6	225	-2.6	3	1,039	8					
May	103.7	238.609	244.733	103.2	153.4	6.6	225	-2.6	2	1,040	7					
June	103.8	238.813	244.955	103.8	154.1	7.3	224	-2.6	2	1,037	(4) ¹⁰	6,788				
July	103.6	238.617	244.786	104.1	154.5	7.4	223	-3.5	3	1,040	7					
August	103.2	239.448	245.519	104.5	153.6	7.3	222	-3.5	2	1,045	8					
September	103.2	240.939	246.819	104.5	154.5	6.6	221	-3.9	3	1,043	9	6,859				
October	104.8	240.573	246.663	105.9	154.2	6.2	221	-3.5	3	1,045	9					
November	105.3	240.666	246.669	106.3	154.2	6.3	221	-3.5	3	1,046	9					
December	105.8	240.526	246.524	107.1	153.6	6.3	220	-3.5	3	1,045	10	6,856				
2018-January	105.4	241.919	247.867	107.8	152.8	7.2	218	-2.7	3	1,064	10					
February	105.9	242.988	248.991	108.5	154.4	7.1	219	-2.7	3	1,057	9					
March	106.4	243.463	249.554	108.8	154.9	6.7	219	-2.7	3	1,062	9	6,793				
April	107.7	244.607	250.546	109.3	155.3	5.9	221	-1.8	2	1,061	7					
May	106.8	245.770	251.588	109.4	156.0	5.8	223	-0.9	2	1,059	5					
June	107.5	246.196	251.989	110.0	156.5	6.8	222	-0.9	2	1,065	6	7,108				
July	107.8	246.155	252.006	110.8	157.0	6.7	222	-0.4	2	1,061	6					
August	108.2	246.336	252.146	111.2	155.5	6.4	223	0.5	2	1,114	7					
September	108.5	246.565	252.439	111.8	156.2	5.8	223	0.9	2	1,014	7	7,180				

See footnotes at end of table.

Selected National and Railroad Data - Continued

¹ Monthly index numbers are seasonally adjusted. Annual index totals are the average of not seasonally adjusted data.

² CPI-W based on wage-clerical worker spending patterns, CPI-U on expanded population sample covering all urban consumers.

³ Employment data for 2017 and 2018 is preliminary. Monthly data for 2017 and the annual average for 2016 were revised in December 2017.

⁴ Increase (+) or decrease (-) from previous year or from same month in previous year.

⁵ Data provided by the Bureau of Fiscal Operations.

⁶ Starting in June 2009, includes temporary extended unemployment benefits authorized by the American Recovery and Reinvestment Act of 2009. Benefits had to begin by December 31, 2009. Beginning in November 2009, temporary extended unemployment benefits are also being paid under the Worker, Homeownership, and Business Assistance Act of 2009, as amended by the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010, the Temporary Payroll Tax Cut Continuation Act of 2011, the Middle Class Tax Relief and Job Creation Act of 2012, and the American Taxpayer Relief Act of 2012. Benefits had to begin by December 31, 2013.

⁷ Amounts reflect a reduction of 9.2% under sequestration for days of unemployment and sickness after February 28, 2013, a reduction of 7.2% for days after September 30, 2013, 7.3% for days after September 30, 2014, 6.8% for days after September 30, 2015, 6.9% after September 30, 2016, and 6.6% for days after September 30, 2017.

⁸ Source: The Association of American Railroads (AAR). U.S. rail total traffic consists of carloads and intermodal units and excludes the U.S. operations of Canadian National and Canadian Pacific. Elgin, Joliet and Eastern Railway Company was included prior to July 2009 when it then was consolidated into CN. Effective 2018, U.S. rail total traffic also excludes the U.S. operations of Grupo México Transportes.

⁹ Tier I and Tier II creditable payrolls, which became effective with the Railroad Retirement Act of 1974, have annual earnings bases. RUIA payroll has a monthly earnings base. Tier I payroll includes miscellaneous compensation.

¹⁰ The negative amount for June is attributable to an accounting adjustment.

NOTE:---Annual labor force figures are averages of 12 mid-month figures. Mid-month employment count is estimated number of employees in active pay status on carrier reporting date, excluding strikers and other employees whose absence from duty is strike-related, and without regard to whether such excluded employees are qualified for or receiving RUIA unemployment benefits. Railroad unemployed represents number claiming benefits in week including the 15th of month. Benefits are net amounts paid during the month and do not necessarily relate to the period in which accrued. RRA benefits include payments from the Dual Benefits Payments Account. Quarterly figures shown opposite last month of quarter. Changes from preceding month's report reflect revisions based on later data. Detail may not add to totals shown because of rounding.

**U.S. Railroad Retirement Board
Bureau of the Actuary and Research**