

1ST VICE CHAIRLADY
PATTI BRIGMAN
CLARIANT CORP

2ND VICE CHAIRMAN
DOUG MADDOX
JPS CONVERTOR

SECRETARY/TREASURER
BILL TEAGUE
VETERAN TRAFFIC SERVICE

198040

TEXTILE TRANSPORTATION MANAGERS CONFERENCE

The Surface Transportation Board
Office of the Secretary
Case Control Unit
1925 K Street NW
Washington DC 20423



April 5, 2000

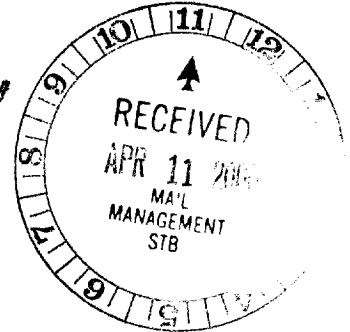
REF: Section 5a Application No. 61 (Sub.-No.6)

To The Surface Transportation Board
Chairperson Morgan
Vice Chairman Burkes
Commissioner Clyburn

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The Textile Transportation Managers Conference is a non-profit organization of textile manufacturers and manufacturing suppliers to the textile industry. We are dedicated to transportation support and service to our industry.

The Textile Transportation Managers Conference is deeply concerned in regard to the NCC classification process and have good reason for our concern. A recent re-classification of woven and knit cloth in the National Motor Freight Classification from class 70 and 85 respectively to a full scale density based item 49265 has resulted in a gross burden to this industry and has caused us to be unfairly charged in many instances. If our suppliers, customers, and plant shipping locations should ship a commodity subject to item 49265 without a density shown on the shipping order, we could be and have been charged as high as class 400. Once a shipment is delivered that has been charged the highest rating, there is little chance of having the charges reduced. We feel that if we had more participation in the classification process, this re-classification might not have happened.

We therefore request that the STB allow shippers and shipper/manufacturers equal representation on the NCC. If the STB does not act to protect the shippers and shipper/manufacturers; we feel that we will be helpless and fall prey to the monopolistic classification procedures of the NCC. In fact, it may soon happen again. The NCC is considering a proposal to reclassify some poisonous chemicals from the current level in classes 55 to 125 to classes 200-300. How can we pass along the resulting rate increases from re-classification? The answer is that we can't! No matter what the NCC or its representatives contend, an increase in a classification results in an increase in charges. If it didn't, we all know that the carriers wouldn't even bother.

We respect the STB for permitting the TTMC this opportunity to comment and we await a fair decision.

Respectfully submitted;


Patti Brigman, Vice Chairlady

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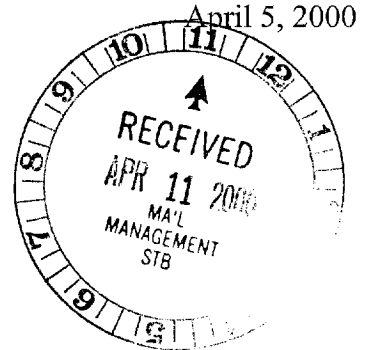
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