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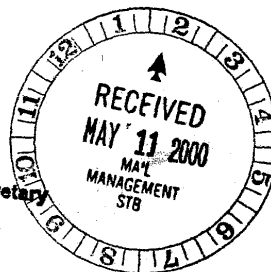
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The Honorable Linda Morgan, Chairman
U.S. Surface Transportation Board
1925 K. Street, N.W., Suite 600
Washington, D.C. 20412

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Office of the Secretary

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Dear Chairman Morgan:

My name is James M. Dinsmore, Director of Traffic for Dayton Freight Lines, Inc., 6450 Poe Ave., Suite 311, Dayton, OH 45414. Dayton Freight Lines, Inc. is motor carrier transporting general commodities in both interstate and intrastate commerce. Dayton Freight participates in the National Motor Freight Classification (NMFC). I have been a representative for Dayton Freight serving on the National Classification Committee for the past three years. I am very familiar with the NMFC and the classification system. I am writing on behalf of Dayton Freight Lines, Inc. to support the NCC's classification process.

Contrary to allegations be circulated by several shipper trade groups who contend that the NCC's process is not "shipper friendly", I have personal knowledge that the NCC's process encourages shippers to participate in the classification process and urges them to attend and participate in our meetings. I have personally witnessed instances where members of the staff have gone out of their way to assist shippers in exercising their rights to participate fully in the NCC's process. It was in fact, a classification process that we went through that developed my desire to become a member of the NCC. In my short tenure on the NCC, I have observed that Shippers or their representatives have always welcome to attend and participate in the open sessions of the classification meetings where any potential amendments to the NMFC are discussed. It should not be forgotten that the services of the NCC are provided free of charge to the shippers.

The classification is essential to the motor carriers' pricing systems and i take my responsibility as a NCC member very seriously. My fellow members and I carefully evaluate all of the pertinent information that is presented without prejudice as to the source. In fact, the classification panels usually look for ways to help the proponents obtain the results their proposal are seeking. However, assistance to proponents can not compromise the basic principle of classification making, i.e., to group each product with other commodities having comparable transportation characteristics, so as to promote the equitable distribution of the transportation burden.

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DEDICATED TO SERVICE

The NCC's staff of Classification Specialists, who have numerous years of combined experience, are always available to assist the shipping public in matters of packaging and interpretations of classification provisions. The staff is available to assist the shipping public in the preparation of their proposal(s) to be brought before the NCC. The staff has been directed to provide notice to shippers and get them involved in the classification process as early as possible. However, I would strongly urge the shippers to be proactive and supply pertinent data so that the NCC's classification decisions can be made on the basis of the best possible information.

In this proceeding there have been some suggestion that the reports and analyses that the staff prepares are not intended to provide an accurate representation of the data that has been assembled. This notion is completely false. I know of no incidence where a staff member has been anything other truthful and exact in the presentation of the facts brought before the NCC. To do otherwise would be totally unacceptable. It is absolutely for the NCC's members to receive unbiased information on order for them to properly discharge their responsibilities on behalf of the NCC. I would like to state categorically that I've never solicited, nor would I tolerate any alteration, slanting or manipulation of the data by the staff, and I resent any suggestion that such a clearly dishonest practice is condoned by our organization.

Finally, the suggestion that the NCC is unwilling to consider change is completely unfounded. As a member of the NCC, I'm always willing to consider improvements in the process, provided that they do not compromise the integrity of the classification system. I stand ready to support the means necessary for increasing shipper participation that have been presented in the comments the NCC has filed in this proceeding.

Very truly yours,

DAYTON FREIGHT LINES, INC.


James M. Dinsmore
Director of Traffic