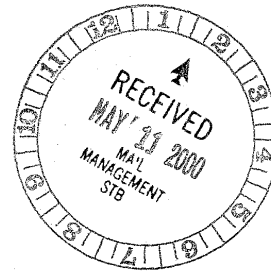


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FREIGHT LINE, INC.



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

RE: Section 5a Application No.61 (Sub. No. 6)
National Classification Committee-Agreement

Dear Chairman Morgan,

I have had the honor to serve on the classification committee for the past three years representing *Old Dominion Freight Lines Inc.*, which is a motor carrier domiciled in High Point, NC that ships general commodities on both an intrastate and interstate basis. I am writing on behalf of Old Dominion to support the NCC's classification process.

Several shipper trade groups have made the assertion that the NCC's process is not "shipper friendly." As a matter of policy, shippers have always been encouraged to attend and participate in NCC proceedings since I have been a member, and I have seen staff go out of their way to accommodate requests from shippers on numerous occasions. However, it appears that those groups are unfortunately walking hand in hand with ignorance and prejudice, because if they took the time to truly look at how the process works they would see that member carriers have guidelines they must follow as a matter of rule of law. When class changes are made by the NCC, they require supporting evidence to justify the alteration. This evidence can be supplied from the carrier base, shipper groups, trade associations, or anyone else that can document the commodity in question. The staff has been directed to provide notice to both shippers, shipper groups, and trade associations in an attempt to get them more involved in the classification process as early as possible. The bottom line is having good data to make the most informed decision possible.

In this proceeding there have been some suggestions of "data manipulation" by the staff. I find this truly amazing. I personally provided density information to the staff prior to the recent piece goods decision, and I can testify that my information was reproduced *exactly* as I had given it. I also resent the implication that the staff or our organization would condone or consent to such a clearly dishonest practice.

Lastly, the notion that the NCC is unwilling to consider change is completely unfounded. I would be willing to consider any improvement in the process as long as the integrity of the system is not held hostage as a result. I support the methodologies for greater shipper participation that the NCC has filed in this proceeding, and believe they will be an effective tool in bridging the gap between shippers and carriers in the classification process.

Sincerely,

A handwritten signature in cursive script that reads "Todd Polen".

Todd Polen
Director Freight Profitability
Old Dominion Freight Lines, Inc.