

DTI interchange

A Forum of Communication Between Dalton and its Customers



Six scrapers set to scurry. A quick, convenient way to move the spread.

Dalton Speeds Spread Redeployment

When C.A. Rasmussen, Inc. of Simi Valley needs to move one of its dirt spreads, time is often of the essence. On several occasions, one of them recently, Dalton Trucking,

Inc. has supplied the majority of the lowbed equipment to facilitate the rapid redeployment of Rasmussen's dirt spreads.

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These dry-bulk chemicals demand clean, dry trailers.

Chemical by the Shipload

Dalton Trucking, Inc. recently completed a four-day round-the-clock movement of aluminate chemical from San Pedro to Carson. Annually, Rhone Poulenc imports

aluminates to be used as the base material for water filtration products. This product usually originates in either Australia or Indonesia, and is

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Off-Road Mining Experience Available

Over the past 15 years, Dalton Trucking, Inc. has gained considerable experience in open pit mining for clays and similar materials. This experience can pay dividends for you in terms of establishing single-source responsibility to mine and transport your product.

Our supervisors and operators are familiar with MSA rules, and they have received the mandated training. Your operation may benefit from our dedicated employees' experience.

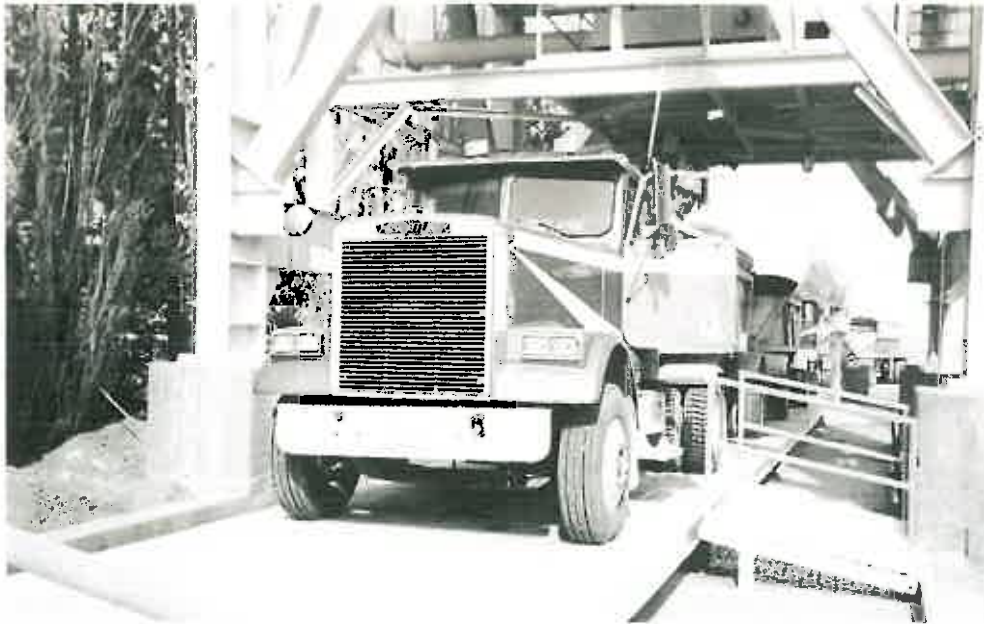
The closure of the old Kaiser Steel mill has freed up our dozers, loaders, and screen plants used in this operation. Consequently, consider asking

DTI for a bid on your next mining/loading combined with trucking requirement.

For more information, call John Ratzlaff @ Ext. 506



Grubbing is usually the first step.



Trucks are able to gross out legal loads on this driver-operated computerized scale

Oro Grande Updates Loading

In order to help reduce fugitive dust generated during the loading of cement components, Riverside Cement Company has just completed a major modernization of its loading facility at Oro Grande. Cement clinker, produced at Oro Grande, is loaded and

shipped to RCC's Crestmore plant, located on the borders of Bloomington. This arrangement serves RCC customers best by providing locally-available cement within the L.A. basin, and also fully utilizes Crestmore's cement grinding capabilities.

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Oro Grande Updates Loading

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Cement clinker, which is a semi-finished rocklike product, is hauled in DTI lightweight bottom dumps from Oro Grande to Crestmore. Once at Crestmore, the clinker is ground up, and gypsum is added to make the finished product. On a typical day, over 50 loads of clinker are transported in this fashion.

Riverside Cement's dust-free loading facility reduces fugitive dust generated at load time by incorporating a vacuum system at the loading spout. We all benefit when environmentally-friendly solutions to long-term problems are found.

Dalton Trucking moves much of this clinker at night, thus more efficiently operating its bottom dump fleet. Not only is fleet utilization increased, but trip times are also reduced, due to less congestion both at the cement plants and on the highways. This, in turn, reduces our costs, benefiting everyone involved.

For more information on using our bottom dumps to service your nighttime needs, please contact Harold Taylor at Ext. 552.



The industry leader for concrete in Southern California switches to common carriers.

Focusing On Efficiency

After much debate and careful consideration, Robertson's Ready Mix has embarked on a program that will dispose of the majority of its aggregate transport equipment. Approximately 20 bottom dump combinations, plus other trucks, are being disposed of as a result of this decision.

Robertson's decision was based on the acknowledgment that common carriers can perform this function at least as efficiently, while at the same time freeing up management, capital, and shop workload.

This, in turn, allows both Robertson's and its carriers to concentrate on what it is that they do best.

Dalton Trucking, Inc. has been selected as a prime core carrier. Our use of modern lightweight, fuel efficient equipment provides Robertson's with competitive efficiencies. The results of this partnership will benefit both DTI and Robertson's Ready Mix over the long haul.

For more information, please contact Harold Taylor @ Ext. 552.



One of Dalton's 966D Caterpillar front-end loaders busy at Long Beach.

The ship's own clam bucket placed this product next to the water, on top of the railroad tracks. The 966 then places the material into DTI trucks for hauling.

Imports Make for Better Iron

Tamco Steel in Rancho Cucamonga is one of only two steel mills in California. It is the only "mini-mill" that does not require coke ovens to remelt scrap steel. Tamco's principal products are heavy wire and rebar for the construction industry.

In order to make high quality rebar, Tamco Steel uses silica manganese and ferrous manganese for its "heats" of steel. In

order to maintain quality, these minerals are imported as additives. These heats, or melts as they are sometimes referred to, are generally produced from shredded auto bodies and other recycled scrap melted by Tamco's electric furnace.

Broken Hill Proprietary (BHP) imports these materials from Australia. These bulk

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Chemical by the Shipload

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hailed as a dry bulk commodity.

Once the aluminate arrives in San Pedro, Kaiser International stevedores the material, unloading the ship with a radio-controlled clamshell. The aluminate is first dumped into a bunker, and then transferred into DTI trucks by a front-end loader.

Dalton Trucking Inc.'s bottom dump fleet, equipped with form-fitting tarps, is ideal for this type of transportation. Our low-side bottom dump trucks are all equipped with tarps, steps, and ladders. These help facilitate efficient movement by our drivers. The next time you have a product that demands clean trailers and tight tarps, remember to call Dalton Trucking, Inc.

For more information, contact Buzz Vanderhoop @ Ext. 551.

Dalton Speeds Scraper Redeployment

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One area in which DTI really excels is in the movement of large scrapers. We have eight scraper trailer & dolly combinations capable of moving the largest earth-moving scrapers. Three of these combinations are set up for Caterpillar 657s, the largest scrapers made, weighing approximately 150,000 to 160,000 pounds. This makes Dalton Trucking, Inc. the only carrier in Southern California with this much trucking capacity.

When it comes to redeploying scraper rigs that often earn over \$200 per hour, timely delivery is a must. DTI has excelled in this area, and consequently has had a long relationship with Dean Rasmussen's operation.

To get a bid on your next heavy equipment move, please contact Arnie McMichael @ Ext 562, or Bob White @ Ext. 561. These two gentlemen are real experts!

Clearly understood hand signals from the paving crew to our driver are a must when paving.

These hand signals include signs to start, stop, box up, box down, plus following contours of streets and curves.



Paving Solutions

Advanced Technology recently opened their new waste oil recycling facility in Fontana. This plant converts used drain oil into ship bunker fuel and other usable fuel stocks. One of Dalton Trucking, Inc.'s major customers, Cunningham Davis Environmental, played a major role in readying this plant for production.

Cunningham Davis Environmental recycled approximately 10,000 tons of hydrocarbon-contaminated soil into asphalt paving. This paving now covers much Advanced Technology's work area to minimize the potential of future contamination from fuel handling mishaps.

DTI provided truck and trailer transfers, working as 10-wheel dump trucks, to handle this paving material. Our drivers are experienced in dumping into Barber-Green paving machines, and are responsive to the needs of paving crews (including interpretation of hand signals). Dalton Trucking, Inc. operates 12 transfers in dedicated asphalt service.

For more information on our asphalt trucking capabilities, please contact Dennis Parham @ Ext. 550.

Imports Make for Better Iron

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products are loaded onto an ocean freighter that makes regular visits to Los Angeles Harbor. After discharging the load of materials at dockside, we take over.

Dalton Trucking, Inc. contracts with BHP to provide a loader and dump trucks to quickly haul these minerals from Cal United's terminal in Long Beach. Time is of the essence, since BHP would be charged demurrage after 3 days for the use of this expensive waterfront property. Once a month for nearly three years, this has gone off without a hitch.

If you are interested in obtaining more information on this type of work, contact Dennis Parham @ Ext. 550.

Golf, Anyone?

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pneumatics, and covered dome hoppers are all loaded at this facility. Due to their exceptional maneuverability, transfers are most often used by golf courses. Sometimes, the trucks will dump directly into a sand trap. Dalton Trucking Inc. has demonstrated its commitment to Oglebay Norton by domiciling 8 trucks at the San Juan Capistrano facility. This allows Oglebay Norton to respond quickly to the customers' needs, as if they had their own trucks waiting to deliver. For almost 10 years, Bob Hill has represented Dalton to silica sand users.

For more information contact Bob Hill in Capistrano @ (714) 728-0614.



been freed up that was previously employed in our metal recovery operation.

The pictured International Model 412 Tractor and Klein 5000 Gallon Water Pull is one such item.

This is a 1975 machine, and it is in very good shape. \$15,000 will have it spraying water in your plant.

Water Wagon Available

With the closure of the old Kaiser Steel Mill in Fontana this spring, equipment has

For more information, or a demonstration at our yard, please contact John Ratzlaff @ Ext. 506.



Against the backdrop of the former George Air Force Base main hanger, most of our George Terminal truck & pups take a brief respite on a Saturday afternoon. Our shop is dwarfed by a hanger that can house 747s.

Dalton Adds High Desert Operation

Dalton Trucking Inc. recently acquired the dump trucks operated by Harris Transportation of Victorville, California. The whole operation was then moved to a new facility, located on the former George Air Force Base. Almost the entire employee cadre elected to make the switch, including drivers, mechanics, and our new Operations Manager.

These dump trucks are mostly lightweight truck and pups. This equipment has the ability to haul 26+ ton payloads, yet can end-dump into stockpiles. DTI now operates 14 of these truck and pup combinations.

Harris specialized in transporting raw minerals and crude clays from remote mine sites scattered throughout the Mojave Desert. For this reason, the operation included four

Dalton Adds High Desert Operation

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front-end loaders, and a lowbed tractor/semi combination to position this equipment at various desert locations. Dalton Trucking Inc. is continuing this operation, and upgrading the equipment in the process.

Among DTI's key customers for this operation are U.S. Borax at Boron (crude clay from Trona), and Sierra Aggregate at Red Top Mine in Lucerne Valley (cinders). These two

examples make a strong argument for the need of the Mojave Desert to remain open for mining.

For more information on this type of service, including driver-operated loaders provided by Dalton, contact either Dennis Parham in Fontana @ Ext. 550, or Bill Cole in Adelanto @ (619)246-4141.



Mining cinders for snow control is mainly a winter endeavor, but cinder production for lightweight aggregate continues year-round. Don Jolly is pictured with a 50 cubic-yard bottom dump set.

Safety In The Snow

CalTrans and several Southern California counties have long relied on volcanic cinders to assist traffic in obtaining traction on ice-slick roads. Cinders used in this manner are said to be used for snow control.

Sierra Aggregate in Lucerne Valley operates the closest cinder mine to many potential snow impacted sites. The fact that the cinders are mined locally in Lucerne Valley is critical to the safe movement of traffic in the San Bernardino and San Gorgonio mountains. Much of the San Gabriel mountain roadways also benefit from this accessibility.

One benefit to using cinders for snow control versus salt is the reduced damage to the environment. Cinders are also easier on

cars and metal surfaces than salt. This is a major reason for using this nature-friendly material.

Don Jolly (pictured) has owned and operated the Sierra Aggregate mine since 1981. Dalton Trucking recently purchased the Harris Transportation lightweight bottom dump truck fleet, and now serves the Don Jolly operation with high-capacity aluminum truck and trailer combinations.

If you have a lightweight commodity that could be more efficiently handled by an end dumping truck, please contact either Dennis Parham in Fontana @ Ext. 550, or Bill Cole in Adelanto @ (619) 246-4141.



Special sands improve grass and greens. A 72 stroke round starts here!

Golf, Anyone?

Oglebay Norton Industrial Sand in San Juan Capistrano specializes in blending different gradations of silica sand for golf

blended and then discharged from overhead hoppers to insure quick loading of contaminate-free sand. Transfers,

courses as well as for industry. The golf blends allow for vigorous grass growth and good water percolation. Exact blends are tailored to the underlying soil conditions using complex formulas developed by the U.S. Golf Association.

One of Dalton's transfers domiciled at San Juan Capistrano (pictured at left) is about to start loading.

The material is pre-

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FORWARDING & ADDRESS CORRECTION REQUESTED

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